16303

RAILROAD

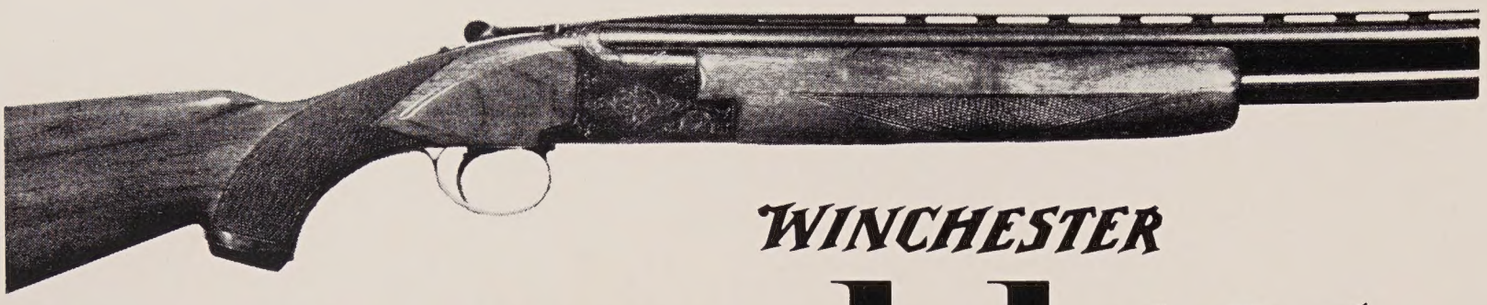
NOVEMBER, 1971/60¢

MAGAZINE

UNION STATION by Frank E. Shaffer

STEAM IN THE CANEFIELDS by B. Thomas Walsh

When discriminating sportsmen choose a shotgun to last a lifetime...



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Made for hands that know the difference.

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This is a Winchester shotgun philosophy that's withstood the test of a lot of years. You know the Model 21. You know what we mean.

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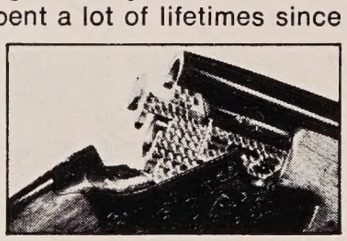

Model 101
engine turned breech
with chrome plated bores
and chambers.

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Quality-made by professional shooters

AVAILABLE IN CANADA

RAILROAD
MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 90, No. 1 NOVEMBER, 1971 60 CENTS

FREEMAN HUBBARD Editor	*MICHAEL A. EAGLESON* Steam Locomotives	*STEVE MAGUIRE* Transit Topics	*JAMES EDMONSTON* Diesel Locomotives
ALBERT HERSKOVITS Associate Editor	*SY REICH* Technical Editor	*BARBARA KREIMER* Information Booth	*JOSEPH EASLEY* Illustrator

Canadian National train No. M-501 is making a station stop at Collingwood, Ontario, on March 12, 1953.
Photograph by Elmer Treloar

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THE MAIL CAR

where editors and readers meet

FRONT COVER shows a railfan excursion train known as "The Charlie Smith Special," with engine No. 77, on the Southern Railway approaching Belle Mina, Alabama, on May 15, 1971. The fantrip was sponsored by the North Alabama Railroad Club, the official photographer of which, Craig Faulkner, made our color-shot. The club's address is P.O. Box 47, Tuscumbia, Alabama 35674. ●

PAY CARS. On a recent visit to Mexico I learned that 23 pay cars are still in operation on the National Railways, and I had the chance to inspect the inside of one and talk with the crew.

Most pay cars are former cabooses with the cupola removed. The typical pay car has an office at one end, two bedrooms with a shower in-between, and a small kitchen-dining area at the other end. Each car is manned by a crew of three: two *pagadors,* or paymasters, and a cook-housekeeper who, I presume, sleeps on the sofa in the lounge. The car walls are nicely decorated with pin-up pictures, since the cars are on the road for as long as three weeks at a time and female companionship is lacking.

The large number of pay cars is, of course, due to the fact that hundreds of small towns in Mexico are without banks and payment of salary by check to railroad laborers in such areas would be inconvenient and impractical. Each pay car carries between $80,000 and $240,000 in pesos, stored in steel boxes bolted to the floor.

Six soldiers from the Mexican Army accompany each pay car, riding in coaches in the trains to which pay cars are attached—almost every route-mile of the National Railways has passenger or mixed-train service, unlike the situation here. The cars are guarded only when paying operations are in progress. The men to be paid do not enter the car, but get their money through a window in the end-door of the car. Bandits figure prominently in Mexican history, but I was assured by the crew that robberies of pay cars are virtually unknown in this day and age. All pay cars are painted the olive-green that is used on old Mexican passenger cars.

I assume that the other railroads in Mexico (Pacific, Chihuahua-Pacific, Sureste, etc.) also have pay cars, since the areas that they serve are, in general, more remote and underdeveloped than those of the National Railways.—Robert J. Wayner (railbook publisher), Box 871, Ansonia Station, New York, N.Y. 10023. ●

A RECENT letter in the "Dear Abby" column of the *New York Post* reminds us of a fiction story published years ago in *The Saturday Evening Post* entitled "Mrs. Union Station." Here is the letter:

Dear Abby: A stamp collector's wife should appreciate a good thing. The husband who is a real pain is the railfan. Everything he goes in for costs money, from model railroads to travel abroad to ride on some kind of steam or diesel he's never experienced before. He will take the slower train for the longer ride.

He plays recordings of train whistles and counts the wheels on locomotives. If he goes in for electric railroads he may drive 1,000 miles to ride a trolley somewhere, and his dream is to ride up front with the engineer.

The stamp nut may go to auctions or meetings but he doesn't get his family up at the crack of dawn to ride a railroad train to nowhere, with stops to photograph switches, signals and rolling stock. Count your blessings!

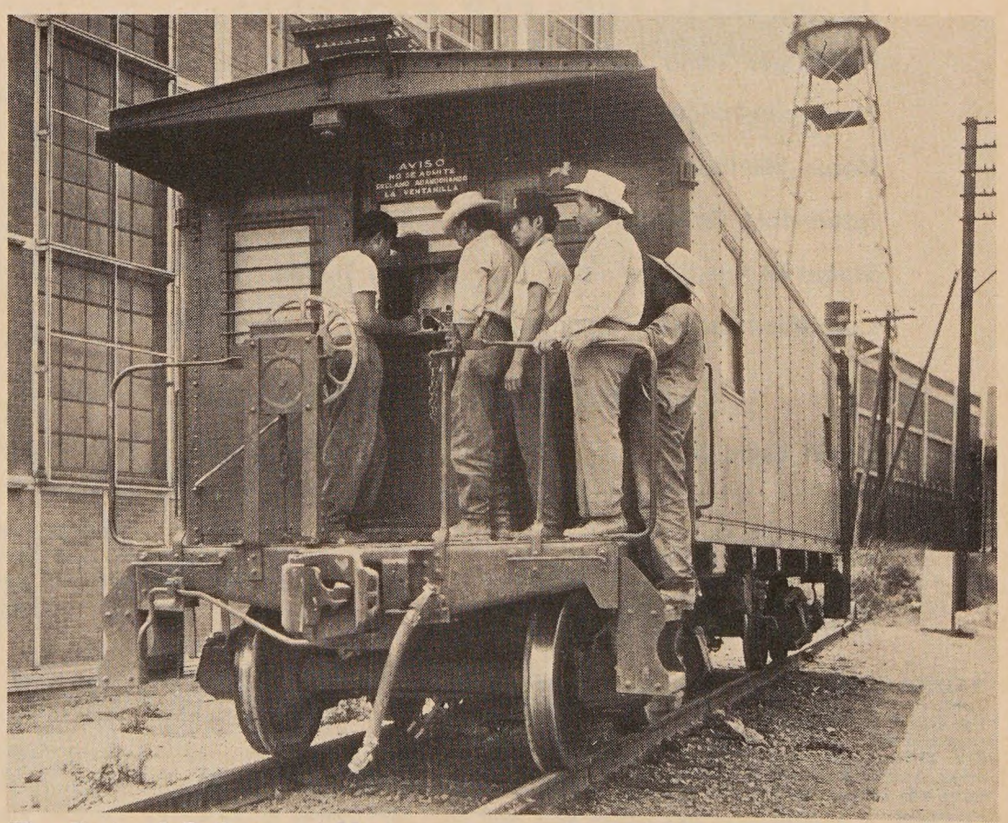
Railfan's Wife.

To which Abby (Abigail Van Buren) replied: "Count yours. Railroad trains are becoming as extinct as the whooping crane." ●

NEWSWORTHY. *Mañana,* or tomorrow in Spanish, has kept the National Railways of Mexico rolling for the last 50 years, because they stock their rails with old *Norteamericano* surplus. Now the Mexicans are on a shopping spree, and one of their stops is the Illinois Central headquarters in Chicago. The Mexicans want about 600 cars of all types from the U.S. railways, and are interested in the 27 available cars that the IC wants to dispose of.

The U.S. Department of Transportation has just granted $120,292 to the Three Affiliated Tribes of the Fort Berthold Indian Reservation near New Town, N.D., to develop and evaluate their own public transit system. This grant—from the Department's Urban Mass Transportation Administration—is the first ever made by the Government to provide mass transit on an Indian reservation. At present, no mass transit service is available in the area, although about 7,400 Indians reside there, many of them unemployed, under-educated, and living below the national poverty level.

Effective August first, the Long Island Rail Road reduced the number of smoking cars on its trains. Instead of the previous 50 percent ratio, a total of only two cars per train are so assigned, but air pollution by tobacco fumes is still tolerated in all bar cars and cars equipped with portable bar



The National Railways of Mexico are currently operating 23 of these pay cars.
Photo from National Railways of Mexico

carts. LIRR President Walter L. Schlager, Jr., says the change was brought about by an increasing number of phone calls and letters from riders who complained that there were too many smoking cars.

Last April the LIRR surveyed commuters to determine their preferences. The result was a 5-to-1 margin of riders who prefer clean-air cars. The LIRR's decision is in line with the national trend to curb smoking as a health measure. Recently, in New Jersey, the Erie Lackawanna limited its smoking cars to two per train. Some commuter lines in the U.S. are even better; they do not permit such air pollution in *any* car.

Penn Central will acquire 50 new diesel-electric locos for local and branch line freight service, and for switching in classification yards. Delivery of the 1,500-hp. machines is scheduled to begin in March and end in July, 1972. Earlier this year PC arranged to lease 137 diesels.

Last month, as you must have noted, we started a new column listing recent abandonments of track. Al Herskovits, who compiles this data from the latest ICC reports, would welcome comments from readers, including suggestions on how to make the material even more interesting. Maybe someone will send us a good photo of rails being torn up on a now-deserted line.

In these days of rail abandonments, it is encouraging to report that a spur track has just been built to connect the St. Andrews Bay Railway with the Louisville & Nashville at Graceville, Florida. The new spur has 23,562 railroad ties and 978 panels of rails.

Carnegie-Mellon University is involved in a joint feasibility study with a Canadian institute of a trans-Canada and Alaska oil railway to supplant the proposed Alaskan pipeline.

"A trans-Canada-Alaska railway would be one of the largest transportation projects of this century," said Carnegie-Mellon Prof. Richard A. Rice. "Aside from its importance in developing immediate energy resources, it would be of significant economic interest to both Canadian and American commerce."

"The purpose would be to move Arctic oil to the U.S. and Canadian markets at volumes competitive with pipeline volumes," said C. E. Law, director of the Canadian Institute of Guided Ground Transport. The proposed railway would run to the Arctic slope of both Alaska and the Northwest Territory. ●

MUSEUM and library staff members at the Oregon Historical Society, Portland, Ore., are sorting and cataloging a valuable collection. They are combing through more than 600 file boxes of records and photographs of the former Spokane, Portland & Seattle Railroad, donated by the BN.

Many of the 5,000 photos date back to early 1900's when the SP&S was founded, which greatly helps to chronicle the development of the Pacific Northwest. Of particular interest are those depicting construction of the railway along the northern bank of the Columbia River. The collection also includes early pictures taken in towns and villages along the Oregon Electric and Oregon Trunk railways, both part of Burlington Northern now. The records even include documents from the stagecoach lines that preceded the railroad. ●

Hostesses pass out informative literature to passengers on station platform at Rensselaer, N.Y., on May 3, 1969, as *Centennial Limited*, bound for the Golden Spike celebration and operating over the New York Central, stops to take on water.
Gene Baxter, 3145 Sixth Ave., Troy, N.Y. 12180

RAIL-GIRL PIX. So Virgil Staff is a school teacher! Well, I'm glad he isn't teaching my kids anything. I wouldn't use his girlie pictures to line the floor of my bird cage.—Elmer H. Quasi, 1332 Parkmoor Rd., Canon City, Colo. 81212.

As a new subscriber to Railroad, I congratulate Virgil Staff for including the human element in most of his photos. It is good to see some photographers brightening the usual mechanical aspect in this way.—Alf Trumper, 44 Perry St., Northgate, Brisbane, Queensland, Australia.

Railroad has come a long way—for the better—since the 1940's and '50's, when it tended to get trashy. I enjoy seeing females in rail pictures as long as the practice is not overdone. And now for a correction: the customs and immigration agent pictured in your August issue, page 10, is Canadian, not American. He boarded the *Montreal Limited* for the last time at Lacolle, Que., on May first.—David J. Scott, 2-544 Notre Dame Ave., St. Lambert, Que., Canada.

I see no objection to your using photos of women, particularly attractive ones, in a decent manner. As a style of rail photography it is innovative and a step forward, but your criterion should be the female enhancing the photo while not dominating it. Please tighten your policy on gal pix to the same demanding standards of your other illustrations.—John P. Killoran, 1605 Quarrier St., Charleston, W. Va. 25311.

Keep up the feminine pix. I am 56 and, by golly, I can still enjoy the view, as you might say.—Ivan W. Saunders (*Interesting Railfan* No. 79), 726 Delaware Ave., Glassport, Pa. 15045.

Rail-girl pictures add class to your magazine. The guys who dislike them should write in more often; we all need a laugh. Changing the subject, I need info. on Penn Central's Octaro branch (between Wawa, Pa., and Colora, Md.)

Unidentified girl photographer shoots Canadian National loco 6218 at Belleville, Ont., last July 4th.
Carl H. Sturner, P.O. Box 24, Earlton, N.Y. 12058

Who can supply it?—Dave Schmidt (news director of radio station WEEZ, Chester), 44 Green Lane, Green Ridge, Pa. 19014.

Personally, I am for the girl photos, but why waste space in the *Mail Car* printing pros and cons? Save that space for information or pix.—J. Stephen Foster, 5701 Airline, Houston, Texas 77022. ●

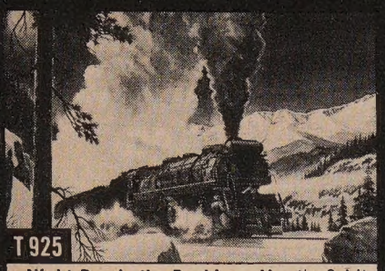
WRECKS of Rock Island freight and passenger trains were not uncommon in and near the Iowa town where I lived as a boy, probably due to a series of curves in that area. Once, when an eastbound way freight on the main line was doing station work, an eastbound livestock train came up behind. Orders had been issued to run the livestock around the way freight via the passing track. A way freight brakeman went to the west switch to head the livestock train around. Later, he said, "The engineer of that train was working his 1500 class engine all the way down the hill, apparently with no intention of stopping, so I took to the woods."

Without shutting off, the engine plowed into the way freight and turned over to a 45-degree angle, killing the fireman. Her whistle valve was broken and the whistle continued to scream until all the steam was gone. Although the engineer was unhurt, he was so drunk that he couldn't climb down from his cab without help. The town blacksmith backed up to the gangway and brought him to our home, where my father was both the town doctor and the Rock Island's company physician. Father kept the man in his office and would not let anyone else in until he was sobered. Then father asked: "Henry, why didn't you jump?" Hull replied: "Why, Doc, you wouldn't expect me to leave a 1500 for a few empty boxcars!"—David M. Laird, 5840 S. Cornell St., Chicago, Ill. 60615. ●

EVEN when Penn Central was on the verge of bankruptcy, before it actually went under, the world's biggest privately-owned railroad paid $41,000 to the Downington (Pa.) Inn & Golf Club as an "educational" expense.

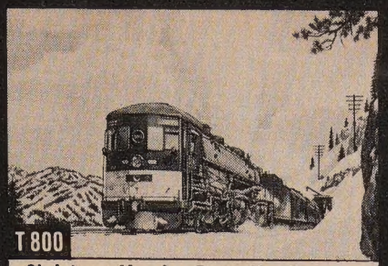
Golf lessons? No, says a Penn Central spokesman. The money was spent for quickie management training courses in a suite of model offices maintained for that purpose by the plush suburban Philadelphia motel.

This tidbit came to light the other day in a report made to the ICC for 1970. It is in line with the information that many Penn Central brass collars received healthy pay raises just prior to the bankruptcy. And, while there were no increases afterward, only one key executive took a pay cut, from $100,000 to $85,000. Although the number of vice presidents was trimmed from 34 to 11 in October, none of those who remained on the payroll had their salaries cut.



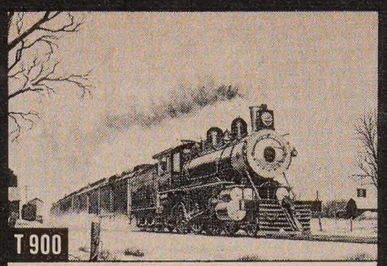
T 925

Night Run in the Rockies—May the Spirit of Christmas be with you . . . through the Year—**Rio Grande 3617 Mallet**



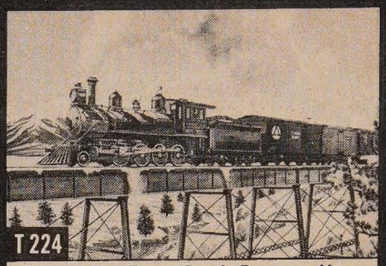
T 800

Christmas Morning Run—May the meaning of the Season be deeper as Christmas comes, etc.—**SP Overland Limited**



T 900

Heading the "Fast Mail" in 1899—With every good wish for Christmas, etc.—**CB&Q Vauclain Compound #1592**



T 224

Headed for Trout Creek Pass — Merry Christmas and Happy New Year—**Colorado Midland, South Park 1890**

CHRISTMAS CARDS OF TRAINS

BY THE FAMOUS TRAIN ARTIST, HOWARD FOGG

TOP QUALITY ART IN BEAUTIFUL FULL COLOR

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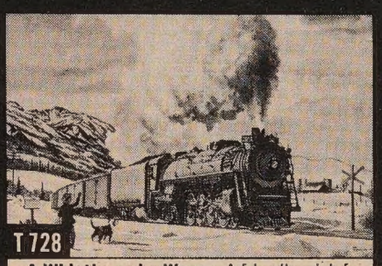
T 408

Donner Pass on Christmas Day—Peace and Good Will at Christmas and all the Year—**Southern Pacific diesel in the Sierras**

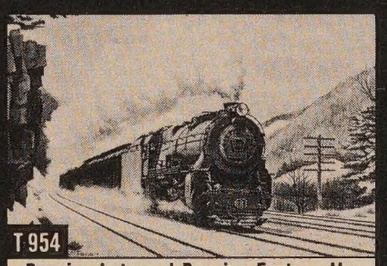
T 100

Station Stop for the B & O—May you and yours this Christmas day be blessed, etc.—**Baltimore & Ohio Pacific type**



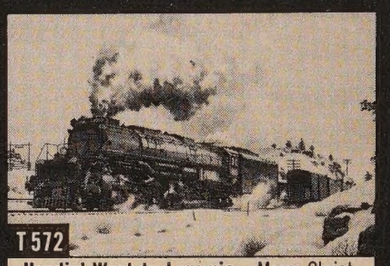
T 728

A Whistle and a Wave—A friendly wish for a Merry Christmas and a Happy New Year—**Montana Main Line Engine #2681**



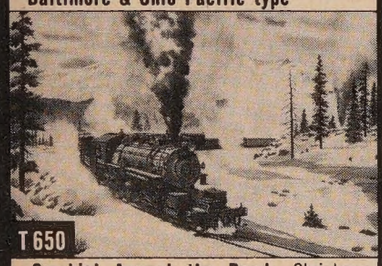
T 954

Running Late and Running Fast — May you and yours this Christmas day be blessed, etc.—**K4 Broadway Limited**



T 572

Headin' West to Laramie—Merry Christmas and a Happy New Year—**The "Big Boy" #4002 on Sherman Hill**

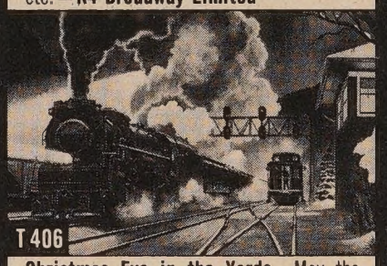


T 650

Smokin' Around the Bend—Christmas Greetings and Best Wishes for all the Year—**A "Moffat Malley" on Rollins Pass**

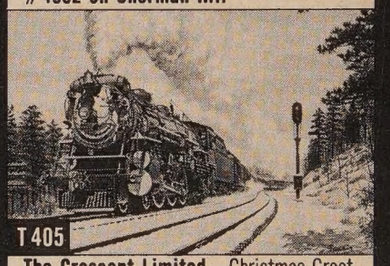
T 802

New Snow for a Holiday Journey—May the Peace and Happiness of the Christmas Season, etc.—**1900 New England Local**



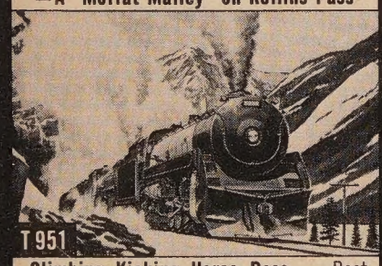
T 406

Christmas Eve in the Yards—May the Spirit of Christmas Abide With You, etc.—**Chesapeake & Ohio Kanawha type engine.**



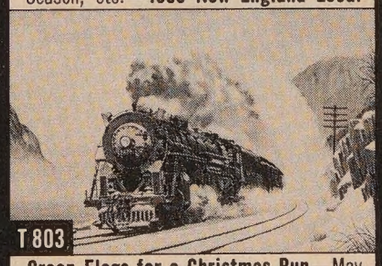
T 405

The Crescent Limited—Christmas Greetings and Best Wishes for all the Year—**Southern Railway Engine #1401**



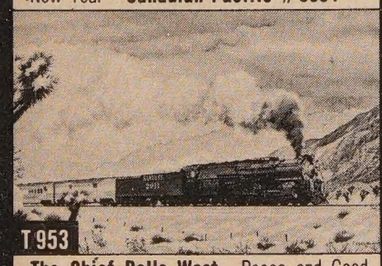
T 951

Climbing Kicking Horse Pass — Best Wishes for a Merry Christmas and a Happy New Year—**Canadian Pacific #5934**



T 803

Green Flags for a Christmas Run—May the meaning of the Season be deeper, etc.—**The 20th Century Limited**



T 953

The Chief Rolls West—Peace and Good Will at Christmas and all the Year—**Santa Fe 2900 Series Victorville**

T 407

The Olympian Hiawatha—May there come to you this holiday time...Health, Happiness, etc.—**Milwaukee Road's GE Electric**

HOW TO ORDER: Circle total quantity and price. Mix and assort at no extra cost. Order all of one kind or as many of each as desired. Fill out coupon or order by letter and mail with check or money order. Add postage and handling fee to price of order. Canada residents remit in U.S. dollar values. Colorado residents add 3% sales tax. No C.O.D. Thank you!

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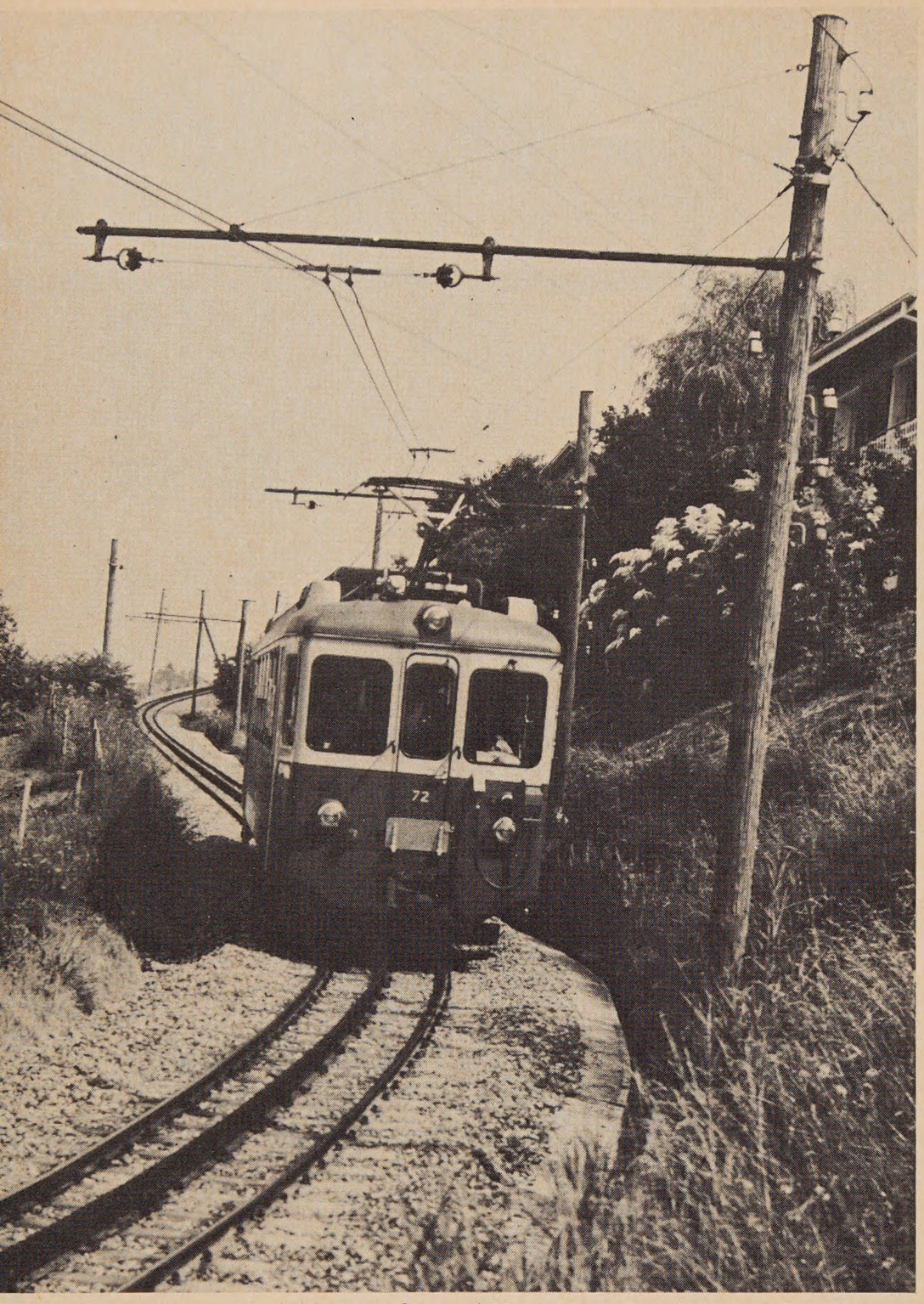


In picturesque Swiss Alps, southbound OBB electric rack-railway rounds curve at Bloney on the 38-kilometer run from Plieades to Vevey last July 11th.
Photograph by Elmer Treloar

The railroad also reported to the ICC it spent $4.7 million for membership in 22 industry associations or lobbying outfits. ●

FIREWORKS. A burning propane tank car shot through the air like a skyrocket early on July 21st when a dynamite charge was used in an effort to ease gas pressure at the scene of a massive Canadian National derailment 16 miles northeast of Kamloops, B.C.

A CN official at the scene said that apparently too much dynamite had been used in the operation. The plan was to blow a four-inch hole in the end of the tanker to ease pressure and reduce the chances of an explosion—allowing work crews to build bypass tracks around a wreck which had been blocking the main line near Vinsulia, B.C.

But the charge blew a four foot hole in the car and it went shooting through the air for 300 feet, struck the ground and bounced a further 1,200 feet. The tanker shot over four big bulldozers parked at the scene without touching them. There were no injuries. Workers had been cleared from the area for the blast. This news comes from Robt. J. Walker of Edmonton, Alta. ●

DISSENT. Elmer Treloar commented in your August *Mail Car* on the "generosity" of Amtrak's managers in granting six years' wages to railroad employes who had lost their jobs as a result of Amtrak. Contrary to opinions expressed by Mr. Treloar, the Association of American Railroads, and *Trains* magazine, the American railroad man has never requested—nor is he receiving—cradle-to-grave support and welfare compensation. The seniority he sets up when beginning his railroad service has been adjudged by the U.S. Supreme Court to be a property right.

As the employes losing their jobs under Amtrak were deprived of a property right—i.e., their seniority—it was mandatory for the Amtrak managers to make legal restitution. Thus the severance pay was a requirement and not, as Mr. Treloar erroneously states, an act of generosity.—George A. McCarron, local chairman, Brotherhood of Locomotive Engineers, Div. 684, San Luis Obispo, Calif. 93401 ●

PERSONALITIES. After retiring from the Chicago & North Western with a record of 41 years of engine service, F. L. Lenegar of Milwaukee, Wisc., used some of his leisure time to work for the Ohio Railway Museum in Worthington, Ohio. In 1960 he had the distinction of serving as engineer on the C&NW's first push-pull equipment, between Kenosha, Wisc., and Chicago. The C&NW, incidentally, was the first road in the United States to use diesel push-pull commuter service trains.

The third paperbacked edition of *The Road to Paradise*, by William M. Moedinger, has just come out. Subtitled *The Story of the Strasburg Rail Road*, it has 40 large slick pages of beautiful photos and text and traces the road back to its charter of June 6, 1832. Bill is president of the line, was No. 56 of our *Interesting Railfans*, and lives at 517 E. King St., Lancaster, Pa.

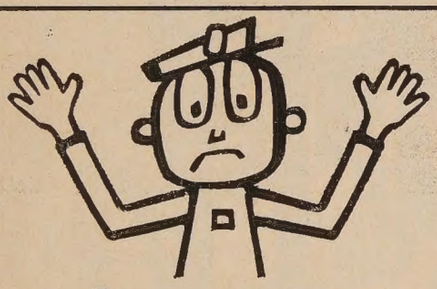
How well I remember the glass battery jars (mentioned in a letter by George Gale) that oldtime telegraphers had long ago! My father was a Milwaukee Road agent in the 1920's and '30's, when I was a child, and my first goldfish bowl was one of those jars. I am a boomer off six roads in operator and train service, now retired.—Jay Farnsworth, 514 Oak St., Sandpoint, Idaho 83864.

Marriage has been compared to a railroad crossing sign. You see a lovely girl, and you stop. Then you look. And after you're married, you listen.

Snow White of Petticoat Junction? That's Gracie Phipps—the nation's only female division storekeeper on a

EL train No. 6. leaves Dearborn Station, Chicago in April '69. At the right you can see a C&EI "E" unit.

Don L. Hofsommer, 215 Fredrick Drive, Albert Lea, Minn. 56007



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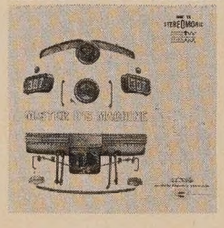

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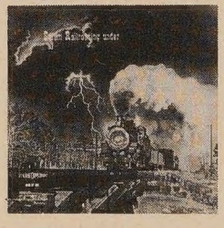

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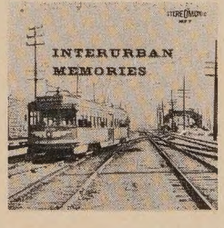

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Much-needed sand for a Western Maryland diesel locomotive, No. 27, pours into low-nose sandbox May 2, 1970, in Hagerstown, Md., yard.
Richard J. Allen, 14 Ethel St., MR 99, Binghamton, N.Y. 13905

railroad. While the men at the Chesapeake & Ohio-Baltimore & Ohio's locomotive shop at Russell, Ky., kid Gracie, there's a solid layer of respect beneath the kidding. Under her supervision, 19 employes stock and supply more than 4,000 separate inventory items for the repair shops, for the four-mile-long terminal, the maintenance-of-way, signal and transportation departments, and for a repair track.

NATIONALIZATION is quite a bogie man these days. Executives of several large rail systems are plainly worried over the possibility that Uncle Sam may take over their industry. The Union Pacific, for example, recently published a survey of government-owned roads around the world and found that all of them operated at a loss.

"It seems that nationalized rail systems, by their very nature, tend to be wasteful, inflationary, and against the best interests of the consumer," says UP chairman Frank E. Burnett.

William B. Johnson, head of the Illinois Central, in a recent speech listed these "unwelcome consequences" if U.S. roads are nationalized:

(1) Restrictions on nonnationalized carriers of all modes.
(2) A gradual drying up of ad valorum and other railroad tax payments to thousands of towns, school districts, and other taxing units.
(3) A disappearance of new and refunding capital based on private creditworthiness.
(4) Tremendous burdens upon the national budget and, of course, the taxpayers.

Added Johnson: "Nationalization . . . is a surrender, merely a transfer of old problems to new owners—the taxpayers. Answers will still have to be sought." Other rail executives predict that in the event of nationalization their industry would become as riddled with politics and inefficiency as our Post Office Department.

OVERSEAS. Argentina's state-owned railways has announced purchase of 250 diesel locomotives from General Motors at a cost of $75 million. Financing was provided by the U.S. Export-Import Bank.

Spanish trains have begun to provide more conveniences to travelers. They now offer air-conditioned coaches, hostesses, free newspapers, relaxing music, and public announcements in four languages.

One of the three major rail systems of the Congo, the Chemin de Fer des Grandes Lacas, is being rehabilitated by GKN Contractors Ltd., which is supplying new rolling stock, machine tools, rails. ties, and other equipment.

UNDERGROUND. Few people realize it, but beneath the British capital there is another London, full of lost remnants and ghosts from an age left behind. A jungle of rivers, caves, forgotten train stations, the ruins of spas and tea gardens, century-old tunnels and steam engines.

Just as no one has bothered to rip up old Roman sewers, so century-old, disused subway stations have been as easily forgotten. Some 30 stations have been abandoned and never touched again. If you look closely while riding on the Piccadilly or District subway line you can see darkened Victorian gaslights over an old platform which might not have been touched by human feet for nearly a century.

There is one old track and platform in London's west side which should be restored for public viewing. Seldom visited, it is full of ancient steam engines and soot-blackened coal trains. London's General Post Office has even succeeded in completely losing one of its mail train stations.—Lucinda L. Franks.

BRASS POUNDER. In the summer of 1912 I relieved Bill Bailey as telegraph operator at Hunt, Ontario, a night job on the Grand Trunk Pacific, which had just completed laying track between Fort William, Ontario, and Winnipeg, Manitoba. About two miles east of the depot was an abandoned old construction camp and about a mile west, also on the rail line, stood an old sawmill, likewise deserted. Those empty wooden buildings would house a lot of boomers immediately after the end of the wheat rush, around January first.

Four trainmen already were living in the construction camp. They had dug out a bear's den in the hills, killed the mother bear for her fur, and kept the two cubs. One cub soon died for lack of its mother's nursing. The other managed to survive, but got caught in a steel fox trap, which crippled the poor creature's left front leg, and the men named him Tripod.

Meanwhile, at the old sawmill, a group of seven shopcraft railroaders had organized a tie camp. They, too, became interested in wildlife, adopting a one-eyed calf moose whose other eye had been scratched out by a lynx. They hung a rusty cowbell around the moose's neck and named her Bell. Those two crippled animals, Tripod and Bell, played together in and around Hunt while I was stationed there.

Among the human characters I met up with were trainmen Prest, Bell, and Campbell; the hogger, a boomer named Thorpe, and the fireman, "Slim" Rawlins. One day in early winter a freight train was wrecked on the far side of a long trestle that crossed a lake east of Hunt. We found a carload of whiskey, derailed. As the ice in the lake

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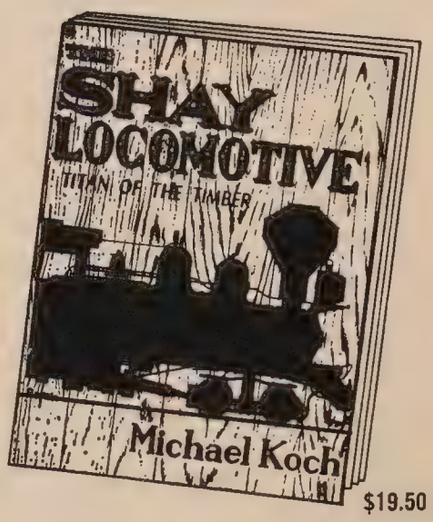

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was newly frozen, it took only a little effort for us to shove it down into one of the bays, out of sight. Bill Bailey ruined his health by diving into the ice-water, blowing the car open with dynamite, and bringing up whiskey. Then he laid off from work a while longer and ran this hooch up into the Indian country. After Christmas, though, his health was so poor that he went back to his home in Michigan, and I took over his job.

The following summer the animal actors played more active parts in our little community. On July 4th a passenger train got tied up at Hunt, due to a washout. The stranded passengers, being mostly Yankees, decided to put on a celebration; so we organized a teen-aged girls' foot race.

Two Indian maidens lived at Hunt. As the race was held near the depot and the racetrack ran between the main line and the siding, we all joined the cheering section. The Indian girls surged out in front. Then Bell, the one-eyed moose, evidently thought it might be fun to join in the race. She came up rapidly from the rear, with the slower Tripod lumbering on three feet along behind her. The unexpected presence of these two wild animals frightened the Yankee girls and they put on a tremendous burst of speed. The Indian girls laughed so much that the whites easily won the race.

Along the middle of August, while some train and engine men were sitting along the front of the depot, Bell charged wild-eyed into the vicinity, crashing through the waiting-room door into the telegraph office, and litterly kicked herself under the instrument table. Then the lumbering Tripod also rushed past the trainmen into the office and tried to climb a warm stove-pipe. Right at his heels followed a strange bear, foaming at the mouth and dangerous. Reaching for my Winchester rifle, I shot the stranger dead.

Tripod was eventually killed by a section gang at Tallin. He had ambled along the right-of-way and was raiding their lunch buckets when picks, shovels, and crowbars put an end to him. As for Bell, the one-eyed moose, one day she uttered a weird, plaintive, mating cry and vanished into the woods. We caught sight of a huge bull moose trampling down the brush, and we never saw Bell again. The call of the wild! It seems that the Cyclopean moose wandered some 35 miles north to the Grand Trunk main line, for a French Canadian who said he had been trapping in that vicinity told of hearing a bell ringing near his cabin at night—probably the moose's old cowbell.

Hunt has long been abandoned as a telegraph job and as a section point, but it used to be real interesting. In fact, both the author James Oliver Curwood and a University of Pittsburgh professor named Jennings spent summers there. I paddled each of the two men around the lake in my chestnut canoe. Maybe even today some berry pickers or campers get off the passenger trains at Hunt now and then, but I doubt it.—George J. Gale, 2527 Buker St., Olympia, Wash. 98501. ●

STEAM POWER. Few mechanical devices have so endeared themselves to mankind as has the steam locomotive. Although it has been a long time since the people of Nova Scotia have heard or seen the once commonplace engines, only a mention of the iron horse awakens half-forgotten dreams and stirs nostalgia.

It is not difficult to understand, then, why thousands of Londoners turned out to witness the final run of the last steam engines in the service of London Transport. Indeed, 2,000 enthusiasts paid a pound apiece for the privilege of following in electric trains along the route of the last journey.

Oddly, while electric and diesel locomotives do the job as well if not better than steamers, the modern power units have not won the public affection in nearly the degree of the steam engine. —*Chronicle-Herald,* Halifax, N.S., Canada. ●

TRAIN-RIDING is an important part of life in Japan, reports the wrestling team of the Oregon Cultural Exchange, which recently toured southern Japan for twelve days by rail. The entire trip through that country was organized around train schedules. The consensus of the Oregon group has been this: "The trains here are fast, quite smooth, and comfortable. They have been more than adequate for us."

One Sunday, the team switched from train to subway to train. The final train, one of Japan's famous expresses, was full of people. Amazingly, the first train, which left Wakayama at 6 a.m., had many travelers for so early on a Sunday morning.

Japanese trains are quite long, having different compartments. Most are air-conditioned. Buffet dining areas are usually quite busy. More important, the trains arrive at their destinations on time. Half of the Oregon team's members had never ridden on a train prior to this journey.

Subway lines, buses, streetcars, and monorails are among other means of transportation in the heavily-populated country. Subways are fast, but hot. Many more are in the building process. Buses and streetcars, always crowded, are not recommended. The monorail in Tokyo, from downtown to the airport, is adequate and quick. ●

COMPLAINT. I'm going to write a book some day, I tell myself, and call it, *Excuses My City Editor Will*

Never Believe. There I was, at 7 p.m., at the Norfolk & Western tracks on Nottingham Road in Euclid, trying to get to a 7:30 meeting. And there I was at close to 8 p.m., at the Norfolk & Western tracks on Nottingham Road in Euclid.

You see, there was this train, boss. It was the longest train, the slowest train, the most aggravating train. Hundreds of motorists were stopped in both directions from the crossing. Hundreds, believe me.

Maybe, boss, we can sue the railroad for obstructing Freedom of the Press—'cause I really couldn't get to my assignment. Until then, I'm going to do some reading up on the men who really knew how to handle the trains. Guys like the Daltons, Butch Cassidy, Jesse James, and Sam Bass.—Jim Marino in *The Cleveland Press*.

90-HOUR WEEK. "Great Slave Lake Railway—they couldn't have picked a better name," says Montreal free-lance writer Trevor Jones, who worked on the GSLR in Canada's Northwest Territories for 80 days in the summer of 1969 as part of a labor-sociology study. He writes in *The Last Post* magazine:

Ever since the days of the Canadian Pacific's Kicking Horse Pass line, hewn out of the Rocky Mountains in the 1880's by a mass labor force of Chinese and Irish immigrants, the Canadian railway industry has learned the value of immigrant labor. Ignorant of the language, of their rights, strangers to labor union traditions, immigrants make the most docile manual labor force available.

According to Jones, immigrants and other cheap Canadian labor were and are used in the building and now the maintenance of the Great Slave Lake Line. Extending 378 miles through muskeg. bush, and farm land from northern Alberta to the edge of the lake, the railway was built at a cost of $86 million in federal funds between 1961 and 1967. It was not uncommon for the trackmen to work 90 hours a week, we learn from Jones, and sometimes even up to 120 hours per week. Those who put in 500 hours of toil per month managed to clear $600 a month. The writer goes on:

Technically the Great Slave construction phase should have ended in July of 1967, when the Board of Transport Commissioners authorized commercial traffic on the line. But Ottawa extended the construction phase from December 1967 to March 1970. What is now being done on the railway is heavy maintenance, not construction, but the convenient extension means that the line is not regarded as an operational railway.

Unions such as the Brotherhood of Maintenance of Way Enployees cannot move in, since they are restricted to the operational lines.

The GSLR gangs today do exactly the same work as the authorized men on the operational lines — they lay new steel, build up the track bed with ballast and raise the rails where they sag.

Jones's article states, however, that these men work for a private contractor, R. F. Welch,

one of the Canadian National Railways favorite construction contractors. And nowhere is there the story of the hundreds of immigrants who built the Great Slave line and the conditions they labored under. Nor did anyone question how they got there.

Not much has changed on the Great Slave Lake Railway since the early construction days. The immigrant farm laborers and unemployed whom Welch formerly recruited abroad now are obtained in Montreal, Toronto, Edmonton, and Vancouver.

Trevor Jones joined a Welch work gang at Roma, the southern junction of the GSLR and the Northern Alberta Railway, in June of 1969. For 80 days, he worked 16 hours a day, seven days a week under almost incredible conditions.

The workday began shortly after 5 a.m. and if the men dispensed with letters, showers, and laundry, they could be asleep by 11 p.m. We often slept in our clothes (in boarding cars housing 17 to 22 bunks, with little ventilation). The smell of unwashed bodies and stale air was intensified by the daytime heat retained within the tin shell of the coach. Few men managed a full six hours of sleep.

Each man received his sleeping quarters free of charge, but Welch subtracted $2.85 per day . . . for food. As supplied by Mr. Welch, those meals consisted mainly of macaroni, boiled potatoes, spaghetti, wieners, and beef sausages. We never received milk, fresh vegetables; or fresh frcit, and for much of the time second servings were rare.

On Gang No. 5 over a three-week period in July and August we were fed 3 times with wieners and beef sausages. The beef sausages were often green in the center and most of the men suffered from regular and violent attacks of diarrhea.

Laborers on the GSLR must work long hours if they are to earn reasonable money, Jones says. Considering that ten working hours a day clears only $9 (after taxes and board are deducted), the five to eight hours overtime can hardly be considered "optional." Frills like pensions, job security, or grievance rights are, of course, unheard of on the Great Slave Lake Railway. The writer continues:

For years the Canadian National has fought tooth and nail to keep its supply of immigrant labor. It has fought the unions, divided the labor force, and obtained deferments from legislation to ensure that these conditions remained constant.

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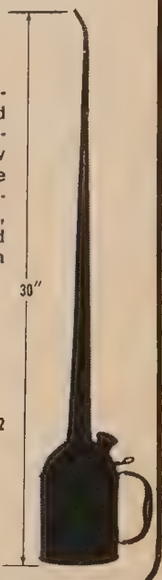

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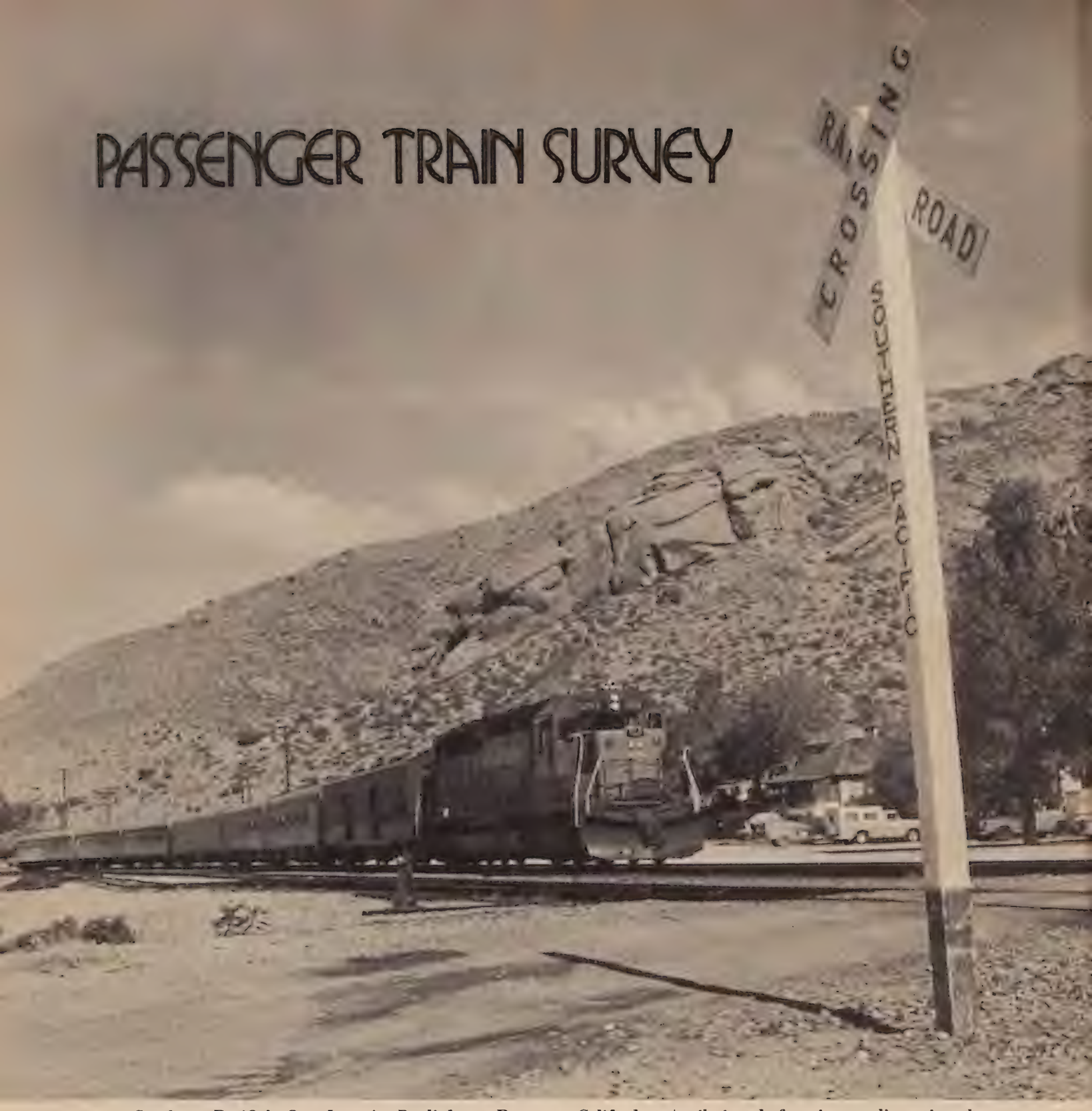

Southern Pacific's *San Joaquin Daylight* at Ravenna, Calif., last April, just before it was discontinued.
Gary G. Allen 215½ East Palmer Ave., Glendale, Calif. 91205

TYPICAL of the railroad men who are saddened by what has happened to the nation's passenger service as a result of the crisis that evoked Amtrak is Walter Powell, the Seaboard Coast Line agent at Plant City, Florida, one of the hundreds of places that Amtrak bypassed when it took control last May.

Walter says mournfully, "I'm a railroad ticket agent with no tickets to sell. Life isn't the same any more. I like to meet people and sell tickets, but now it's different. Except for a stint as a radio man in the Army, I've always been a railroad man."

For the past seven years he has been working in the Plant City depot, first as a swing operator, in which he handled all three shifts, and since October as ticket agent. His present duties—on the 8 a.m. to 4 p.m. trick—include copying train orders, giving signals, and operating the interlocking plant between the signals—but not selling tickets. Before Amtrak stepped in, he had between 100 and 200 train riders coming through every month.

"Now," he says, "the nearest passenger stop is Lakeland. When people ask me for tickets, I tell them to call Lakeland. Trains just don't stop here any more."

GREYHOUND and Amtrak have reached an agreement whereby Amtrak will sell joint rail-bus tickets from Washington, Baltimore, Philadelphia, and New York to New England and upstate New York cities Greyhound serves. Covering one-way and round-trip fares, the accord allows rail pas-

sengers to take Amtrak to Boston or New York and Greyhound buses beyond to cities Amtrak does not serve, but they need only one ticket.

CANADIAN PACIFIC has set up a new system which will allow United States travelers to make reservations on its passenger trains via a toll-free Enterprise telephone number. The system replaces six sales offices which CP Rail operated previously in Boston, Buffalo, Detroit, Seattle, San Francisco, and Los Angeles; while Chicago, where CP Rail now operates an office, will join the system at the end of October.

YOUR EDITORIAL comments on Amtrak prompt this reply. You have a right to your own opinion, of course, but to speak of Amtrak as being only a stopgap and then to wish for more trains leads me to wonder if you have fully thought through the whole passenger-train question. What alternative to Amtrak do you have in mind? As the world changes, so does the approach to luring travelers back to the rails. We live in a setup whose pace and style have been set, to some extent, by the airlines industry. It is my belief that Amtrak will find strength in the men they have hired from other industries, notably airline and automotive companies. Those people are in tune with modern travel techniques.—Thomas C. Pearson, 9656 Cornwall Dr., Huntington Beach, Calif. 92646.

THE ONLY unpleasantness was something that lingered in my own mind. It was the memory of a San Diego TV appearance by a feminine member of the Amtrak board of directors. Her interviewer asked, "Did you come into San Diego on the train?" Answer: "No, I am always in a hurry to get someplace, so I use jets." Next question: "Do you have any fresh ideas as to how to make train travel more attractive?" Answer: "Oh, yes, we intend to show movies, so the passengers won't have to look out the windows."

What a choice for the board of Amtrak! Doesn't the dear lady know that the main reason why people want to travel by train is just so they can look out the windows? There seems small hope that she will ever learn this, because she does not ride on trains.—Excerpt from a letter received by Congressman Lionel Van Deerlin of California from a friend who had ridden an Amtrak train.

A CAMPAIGN for expanded and modernized Washington area commuter service by January 1973 is being waged by the National Association of Railroad Passengers. The Association, a non-profit body of consumers with 7,000 members, is appealing for support of a proposed rail commuter system outlined in a $17,000 feasibility study that the U.S. Department of Transportation recently released.

The new commuter trains would operate from Gaithersburg, Md., on 21 miles of Baltimore & Ohio tracks, to Quantico, Va., over 34.7 miles of Richmond, Fredericksburg & Potomac tracks, and from Baltimore to L'Enfant Plaza over 41 miles of Penn Central tracks.

The DOT study indicates that the system could be implemented by capital expenditures not exceeding $15.6 million for rail equipment, parking and station facilities, and changes in the railroads' physical plants. DOT states that Federal funds could be available to cover up to two-thirds of the $15 million initial costs if matching local money could be found.

HERE are three poems that deal with passenger trains:

ESSEX JUNCTION

Waiting for that delusive train
That, always coming, never comes,
Till weary and worn, cold and forlorn,
And paralyzed in every function,
I hope in hell
Their souls may dwell
Who first invented Essex Junction.

—Edward John Phelps

THE 12:45

The midnight train is slow and old,
But of it let this thing be told,
To its high honor be it said,
It carries people home to bed.
My cottage lamp shines white and clear.
God bless the train that brought
me here!

—Joyce Kilmer

AMTRAK

Oh many a train
Went down the drain
That memorable first of May.
Multitudes slept
And few of us wept
While they silently slipped away.

No outcry when
UP and B-N
Boarded up passenger stations;
Or when Santa Fe
Called it a day
With minimal lamentations.

But the back of the hand
Smote the Rio Grande
Whose *Zephyr* kept running just fine.
While a Government setup
Of uncertain getup
Was barred from usurping its line.

—Anonymous

AMTRAK'S HOT LINE. The mercury was touching 93 degrees on 34th Street when Amtrak's *Merchants Limited,* once the pride of the old New Haven Railroad, pulled out of Pennsylvania Station for Boston the other evening.

The air-conditioning wasn't working in Car 3761, a vintage coach with wooden doors. But the radiators were operating full blast—hotter, in fact, than they usually are in mid-winter. Passengers tried to flee to the only other available coach in the Boston section of the train, where the air was somewhat cooler than outside. But there wasn't even standing room.

Overcrowding is routine on the *Merchants* on Friday evenings; there must be a scarcity of cars bad enough to be suitable for this crack train. By the time the *Merchants* lumbered through Branford, the air-conditioning had failed on the other coach as well. Amtrak's sizzling hot line rolled into Providence thirty minutes late that night.

Die-hard Yankee traditionalists may find some consolation in the knowledge that at least on their main line, New York to Boston, Amtrak is faithfully maintaining the rigid standards of incompetence that distinguished the later years of the once-cherished New Haven.—*The New York Times.*

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PHOTOGRAPHS OF THE MONTH

This double-truck Heisler geared loco, built in 1899, was originally 3-foot gauge. Converted to standard, it was used for years by the West Side Lumber Company. Now reconverted to its original gauge, it is in seasonal passenger-train service on the Roaring Camp & Big Trees Narrow Gauge Railroad, a winding line with steep grades and fine scenery, Felton Calif.
Henry W. Brueckman, Box 1545, Vallejo, Calif. 94590

Thoughts of a branch line generally form a mental picture of a weed-covered track meandering over hill and dale. Not so for Southern Pacific's Hollywood Branch, a former Pacific Electric route, which runs for 2.2 miles (35 blocks) between Olive and Seward Streets, right along the middle of Santa Monica Blvd. Formerly industrial, the boulevard, is now coming alive with night clubs, theatres, and shops. Motorists unfamiliar with Hollywood at night may be flabbergasted upon encountering a slow-moving freight train in the middle of the street at about 11 p.m. Such scenes are comparatively rare.

Both photos by Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

A rare sight anywhere in 1971: three steam locos working one freight train. This is on the Guatemala railway at Fiscal, east of Guatemala City, last April 9th, on a 3% grade.

James P. Marcus, Cleveland, Ohio

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

View along the top of Mexican steam loco leaving San Juan del Rio, July 1st, 1966.

HOT PANTS ON THE BRISTOL EXPRESS

British Railways photographs

Hostess Lynda Withers, shown here, is one of several pretty girls employed by British Railways on its express service between London and Bristol. Businessmen travelling between the two cities have their journeys brightened by these lovely lassies in their eye-filling costumes. Patronage of these trains is increasing, reports BR publication, *Rail News*. Note to Amtrak management: Can you take a hint?

Everett RR. 2-6-2 No. 11 at Everett, Pa., in 1969. Line still hauls freight with diesels on former Huntingdon & Broad Top tracks, but steam tourist service has been given up and equipment sold. Terry Arbogast, 425 E. Park Ave., Fairmont, W. Va. 26554

John C. Illman, 7400 Errol Dr., El Cerrito, Calif. 94530

A generation of Americans is growing up without ever having ridden passenger trains. Here, a group of Pulaski, Va., school children board Norfolk & Western train 18 on April 27th. Similar rides were taken on many other lines in the days just before the May 1st takeover by Amtrak, since so much of the nation's railroad passenger service was soon to vanish.

Rural scene framed a Sacramento Northern Birney in Chico, Calif., in 1946. This passenger service died in 1949.
Photograph by William Edward White

Tunnel service by New York Central. Scrapped in 1956. The electric locos, class R-1, were used under Detroit River.
Photographed in 1948 in Windsor, Ont., by Elmer Treloar, 101 California St., Highland Park, Mich. 48203

Green Bay & Western RR. still ferries freight cars across Lake Michigan, as has been done for 78 years. An IBM computer is now used to keep track of 4,000 cars a month on the Lake.

Young train-watcher Marilyn Wood waves as Seaboard Coast Line freight train pulls out of Fort Myers, Florida, last May 31st.
William T. Morgan, P.O. Box 6863, Ft. Myers, Fla. 33902

Photograph by O. Winston Link
Norfolk & Western J-class 4-8-4 No. 604 wheels the *Pocahontas* through the Virginia countryside about fifteen years ago.

Union Station

by
Frank E. Shaffer

Toronto's famous 44-year-old Union Station may well be torn down soon. View of concourse shows Canadian National ticket offices.
Railroad Magazine collection

NO OTHER creation of man ever packed such action and drama into one small place for so long a time. The railroad station, serving as the gateway to every metropolis, welcomed millions of commuters and long-distance passengers, plus tons of mail, baggage, and express.

The Union Station age matured in the opulent grandeur of the Twenties, then faded under the impact of highway and air competition. These forces, combined with rising costs of operating both trains and terminals, wrote "30" to an era on April 30, 1971, when Amtrak took over.

Some of today's huge terminals will remain. No new large ones will be built. Amtrak gives every indication of pulling out of some existing stations in favor of smaller, less costly facilities. St. Paul already has been bypassed. When the Kansas City terminal area is redeveloped in the near future, that grand old station will probably disappear. Pittsburgh already is counting its last days. The terminals at St. Louis, Buffalo, Cincinnati, and Detroit can hardly be justified at today's level of service.

With a minimum of head-end business, even a fivefold increase in traffic could not maintain, for example, Pittsburgh's 15 gleaming tracks. Little switching is likely to be done at any Amtrak terminal. Thus three or four tracks are more than ample for traffic until—and if—high-speed corridor service is developed.

In bygone eras, the terminal, like the passenger train, was constantly changing to meet the needs of its patrons. Change wasn't as fast in the station as on the rails, however, because of costs involved.

In the beginning, a simple wooden platform handled the needs of horsecars and early steam trains. Then came equally simple sheds for weather protection. Huge balloon sheds spanning four to 20 tracks marked the final quarter of the 19th century, but the earliest ones started to disappear even before the final sheds were erected.

Back in 1916, when John A. Droege wrote *Passenger Terminals and Trains,* he noted that "The day of the great, awkward, arched trainshed is long since gone." Magnificent as they appear to us in pictures today, they were not practical. Locomotive gases eroded the metal and boosted maintenance costs. From the passengers' viewpoint, the trainsheds were dark and dirty, usually the coldest places in town in winter, the hottest in summer.

Balloon sheds soon gave way to umbrella and butterfly types, or a highly successful modification, the Bush shed. In 1905, when keen-minded Lincoln Bush was chief engineer of the Delaware, Lackawanna & Western, he devised a shed. As Mr. Droege wrote:

It is continuous except for a slot or gutter through which the locomotive smoke and steam are discharged. With the Bush shed, and to a slightly lesser degree with either of the other two sheds (umbrella and butterfly) there is almost complete protection from the weather, on the one hand; and at the same time the space beneath the shed is entirely free from smoke and dirt, and exceedingly well ventilated. The sheds cost but half as much as the large arched sheds and are far cheaper to maintain.

Overhead view of one of the great termini of the world, New York City's Grand Central Terminal. Over Vanderbilt Avenue entrance hangs what is reputed to be the world's largest indoor flag. New York Central and New Haven trains left here.

Two Lackawanna stations got the first Bush sheds, Hoboken for its station in 1906, and Scranton in 1908. The Bush shed was adopted by other terminals and, today, the one seen by more passengers than any other is probably that of the Chicago & North Western terminal in Chicago.

One of the first balloon sheds, erected for the Boston & Lowell in 1872, covered six tracks. The Boston & Maine built a 17-track extension in 1893 and 1894. Both of these at Boston's North Station vanished in 1921. A shed covering the 28 tracks at Boston's South Station went up in 1898 and was removed in 1932.

Chicago's LaSalle Street Station, built in July, 1903, was the last to have a ballon shed. It was completed a year after the Pennsy station in Pittsburgh. The Chicago shed over 11 tracks came down in 1934; Pittsburgh's 14-track shed did likewise following World War II.

One after another rose the giants of the 20th century: the North Western in Chicago in 1911, Kansas City in 1914, Chicago Union in 1925, Buffalo in 1929, and Cleveland in 1930. They were elevated (Newark), below level (Kansas City), underground (Cleveland), and at ground level (Jacksonville). Their

Terre Haute's (Ind.) old Union Depot.
Photo by the late Andrew Ospring ("Car Load Andy")

Photograph by Fred McLeod

The ornate Wabash station in Pittsburgh, seen in 1948. Station later burned down and site was turned into a parking lot.

tracks were stub (Chicago's Dearborn), through (Denver), and a combination of through and stub tracks and ground and below level (Washington). They had lunch counters, coffee shops, stand-up eating counters, and sumptuous dining rooms. And they provided such varied services as theaters, hospitals, and even jails.

While the Golden Age of Passengers lasted, the carriers built with splendor and ingenuity for a growing nation. Tunnelling in Pittsburgh. Plunging beneath rivers in New York. Erecting skyscrapers in Cleveland and Fort Worth. Lifting their tracks above the city in Dayton and Indianapolis. Designing and building while the ashes of a disastrous fire were still hot in Little Rock.

They raised terminals in medieval majesty in Milwaukee, Italian Renaissance in Ogden, the first "modern American" in Omaha, and ultra-modern in Roanoke. They helped anchor the heart of the downtown business district or moved to create new centers of activity (Buffalo and Richmond's Broad Street).

The big change came in the Depression and can best be seen in two great terminals. Although Cincinnati and Los Angeles had been studied for as long as a decade before construction began, each represented a veering away from past practices. Of the two, Cincinnati proved to be more nearly unique. Its broad and stately plaza stretched toward the city through hedge-bordered lawns from the grand theatrical stage setting at the great entrance. The feeling of spaciousness was carried from the plaza through the rotunda, 106 feet high, through the concourse spanning 16 tracks, and down to the great platforms 27 feet wide.

Los Angeles likewise was designed for spaciousness. Patterned in Spanish motif, it reflected the city's heritage and created a restful mood. To make the best possible use of space, architects arranged passageways to keep incoming passengers separated from those leaving the city. And they moved the head house to one side, instead of keeping it traditionally at the end of the tracks, thus creating a more compact design and shortening the distance between waiting room and trainside.

But from Los Angeles to Amtrak, passenger terminal construction has all been downhill. In the final quarter-century, architects still managed to suggest modern majesty and a sleek mien. Akron's Pennsy-B&O edifice, with its clean lines, wide streetside facilities, and a concourse above two spacious platforms, still has an up-to-date look, despite its closing by Amtrak. In any era New Orleans and Toledo would have been welcomed for design and comfort.

The Milwaukee Road station in Milwaukee, probably the final depot built in a somewhat traditional manner, is almost a railroad version of "airport modern" . . . low ceilings in the concourse and a soaring effect at trackside

Twenty-five years ago, Houston's Union Station served four railroads and 28 trains.
Photograph by Donald Sims

from what must be the nation's highest platform sheds.

Civic pressure for better rail terminals was as great in the past as it is for airports today. But there's a big difference: pressure for new airports is on voters and taxpayers, not the carriers.

Chicago is the prime example of a city insisting on terminal improvements over a broad span of half a century. But it's not the only one. The city's major effort was made before World War I. A new 16-track station had just been opened by the North Western, complete with new-fangled Bush train sheds. The year was 1911 and there was talk about a new Union Station. Chicago wanted to use the opportunity to get the four South Side depots combined with Union in one gigantic terminal.

Plans were drawn for an edifice near Dearborn to combine Central, Grand Central, LaSalle and Dearborn, which would have been the biggest of all. After the fight had been won to build a new union station on the existing site, the Illinois Central came up with plans for an entirely new edifice. It would have been a double-decked structure to handle traffic from Dearborn, LaSalle, and Grand Central as well as Central. World War I intervened, then the Depression and another war. The old Central Station still stands.

Los Angeles started in 1916, one year before the Southern Pacific opened its new Central Avenue station, to wage a fight for a union station. The goal was to force the Santa Fe, Union Pacific, and SP to combine their facilities—a goal not reached until the Supreme Court agreed that the city and state were right. Thus, on May 7, 1939, L.A. got a great new terminal, which was stretched to capacity during the busy years of World War II.

Toledo campaigned during the

Greek Revival facade of Atlanta Union Station, built in 1930.

St. Louis Union Station served more railroads than any other.

Two photos by Wm. F. Rapp Jr., 430 Ivy Ave., Crete, Neb. 68333

1920's but, before it met any degree of success, was thwarted by the Depression and war. Then, as soon as a new rail station was completed after the war, voters agreed to tax themselves for a new airport. This was a technique for avoiding capital expenses. The airlines learned it at an early age, but railroads were never able to copy. Geographical problems and the need to lay track for connections created problems which delayed Cincinnati and other terminals for years.

Getting railroads to agree wasn't easy. Akron got a new station after World War II to replace the ancient structure used by the B&O, Erie, and Pennsylvania. Tracks of the three lines ran through the city side by side almost as a six-tracked railroad. But while the three carriers lived together in the old station, the Erie didn't like the terms it was offered in the new 1946 plan. So Erie built its own station on the north side of the tracks, while the B&O-Pennsy were on the south side. The two depots were connected by a concourse.

Rivalry continued to the very end. The nation's final big station, in Milwaukee, was built on the site of the old Milwaukee Road edifice. Would the North Western leave its old lakefront quarters and enter the Milwaukee Road station as a tenant? Most people thought it would, but nothing definite was announced until the last minute.

Peak operations were usually compressed into a single morning rush-hour, plus busy periods in the early and late evening. The middle of the night was uneventful in some great terminals but packed with action in others. The patterns depended on the city, its railroads, and the extent of commuter service.

Some of the nation's biggest stations could lock their doors at midnight without inconveniencing a corporal's guard of passengers. After Union Pacific train 58 rolled into Denver at 11:55 p.m. from Cheyenne, nothing worth mentioning happened there until the 6 a.m. arrival of the Burlington's no-name No. 3 from Chicago. In Atlanta Terminal, the departure of Southern No. 36 for Washington at 1:30 a.m. shut down the place until No. 12 arrived from Birmingham four and a half hours later.

St. Louis had nothing but switching between 1:30 and 5:45 a.m. Dallas closed when the *Owl* left for Houston at 11:30 p.m. and reopened with the arrival of the northbound *Owl* at 6:55 a.m.

In others it was a vastly different story. Take, for example, the period between 10 p.m. and 2 a.m. Harrisburg had 15 trains, Detroit Central had eight, Indianapolis had 11, Albany had 16, Pittsburgh had 39, and Buffalo had 23 (plus seven through trains not listed as stopping there), while Cleveland had nine through the station, plus five on the Lakefront route.

There was quite a difference between terminals in the same city. Until Sept. 20, 1934, the B&O and Pittsburgh & Lake Erie stations in Pittsburgh were what Amtrak today calls "end points." In those days the B&O's Smithfield Street Station closed at midnight and was bypassed by the *Capitol Limited* and the *Washington-Detroit*

Washington's Union Station was first opened to the public on October 27, 1907. It occupies 213,097 square feet of floor space and covers an area of 47.4 acres, including tracks and facilities. An impressive structure by anyone's standards.

Limited (later to become the *Ambassador*), in each direction. The final P&LE train left shortly after midnight.

Meanwhile, across town, the Pennsy station was serving as a midpoint and hosting a fleet of trains all night. After 1934, however, when the B&O obtained trackage rights over the P&LE from McKeesport to New Castle, the P&LE station became a midpoint and stayed open all night.

Back in 1914 Kansas City had 240 trains in virtually the same operations pattern as was posted at the height of the streamliner era: heavy during the day, light at night. Its only owl service was the arrival of the *Katy Flyer* and the MoPac's *Fast Mail,* the departure of the *Katy Flyer* and the Santa Fe's *Oil Flyer*, plus a 20-minute stop by the Santa Fe's westbound *Kansas Fast Mail.*

Jacksonville has always had a pair of lopsided peaks, heavy southbound in the morning, northbound in the evening. The city probably had as much switching as any terminal in the nation, since Pullmans and coaches were consolidated on their arrival from the north for movement to each of the state's two coasts. Even after the war, almost half of its trains (20 of 53) were involved in interchange.

Many years ago some stations had what might be called excess trackage just as all, unfortunately, have today. Take Dayton, for example. Its magnificent plant on an elevated line had six tracks with three platforms, to handle the 51 trains of the B&O, New York Central, and Pennsylvania in 1928. In 1946 there still were 40 trains.

Another wonderful spot for the decade beginning in 1946 was Roanoke, Va. From the splendid Hotel Roanoke overlooking the tracks, you could have seen 26 trains serving one of the finest four-tracked stations ever built.

The student of terminal operations would have to search far and wide for better performances than those staged daily by two pairs of operations in the Keystone and Empire states: Albany and Buffalo, and Harrisburg and Pittsburgh. Here was traffic handled with precision in the glory days .

Of the four, only Pittsburgh had commuter operations and the physical plant needed for the extra volume. But each had heavy responsibilities in servicing a fleet, changing their consists, and originating and terminating Pullmans, coaches, and diners. Each was a crossroads operation or, more aptly, a funnel which consolidated trains from several routes and poured them into a fabulous four-tracked main line.

Reminiscent of a medieval fortress guarding the entrance to a city is the Milwaukee Road station in Milwaukee, Wis., built in Gothic Revival style in 1886.

Looking over nation-wide activity at the end of World War II raises the question, "Which station did the most work?"

On the basis of total trains, the title would have to go to New York's Penn Station, followed by other giants in the Boston-Washington corridor. Most of their work, however, was done in a yard some distance away from the station building. Sunnyside facility, in effect, made Penn Station a way station.

Mott Haven in the Bronx served Grand Central Terminal in a similar manner. On the other hand, supporting yards for St. Louis, Pittsburgh, and Atlanta were adjacent to the stations.

The leading terminal on the basis of interchange in 1946 was Harrisburg. Its 38 (of 108) trains worked by switchers barely passed Buffalo's 34 (of 90). Albany had but 25, Pittsburgh 15. Despite the seemingly heavy flow of Pullmans through Washington, it had only 24 trains in interchange. The reason for this showing was the large number of trains operating to and from New York and southern points without any interchange.

Size of a terminal never was an indication of its total train activity. Los Angeles with 16 tracks was handling 51 regular trains a quarter-century ago, while Columbus with eight tracks handled 76. The obvious difference is that all L.A. trains either originated or terminated, thus needing more time at the platforms. In Columbus, through trains spent only five minutes and had a limited interchange, thus giving each track much greater capacity.

Columbus had one big distinction. Of all terminals studied in the 1946 survey outside of Chicago's IC suburban terminal at Randolph Street and other terminals between Boston and Washington, Columbus was the only one to post a scheduled passenger operation in each hour of the night and day. A check back to 1928 indicated the same pattern at that time.

An inspection of the list of terminals printed here may jolt some readers; the fabled west doesn't rate as highly as memories would indicate. West of Omaha, Kansas City, Memphis, New Orleans, and Minneapolis, no intermediate terminals qualify for the list which includes 24 or more trains per day. Among the missing are such active terminals as El Paso, Salt Lake City, Newton, and Pocatello.

Some readers will resent the omission of Williamsport, Pa.; Ashland, Ky., or Oklahoma City. The author will join their lamentations, since his favorite also is missing: the four-tracked Wheeling, W. Va., terminal of the B&O. Wheeling is now abandoned, as are countless others. But even in the late Forties, it provided a grand show during a 30-minute period each morning with trains of four to seven cars wheeled by 5000, 5100, and 5200-class Pacifics.

It was great while it lasted. My memories of that day haven't faded; I hope yours haven't, either. ●

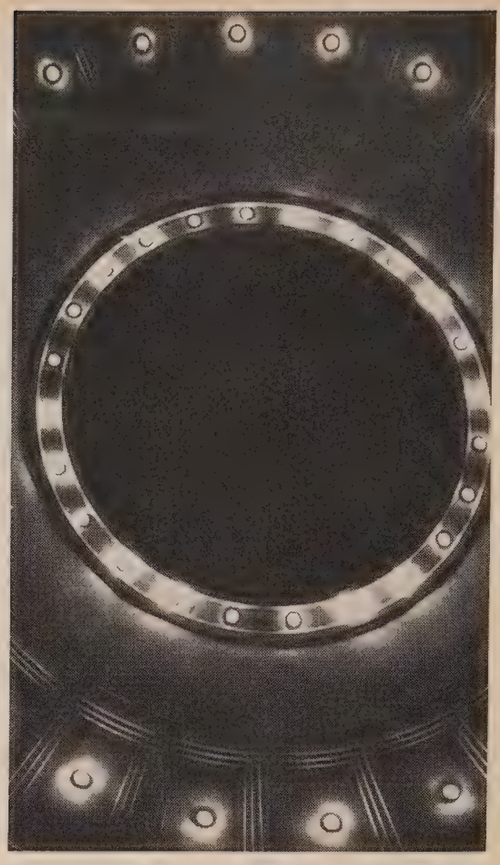
Combined *South Wind* and *Pan-American* leave Louisville Union Station, March '71.
Photographs on this page by Karl Zimmermann

Gulf, Mobile & Ohio *The Limited* departs from Chicago Union Station, March, 1970.

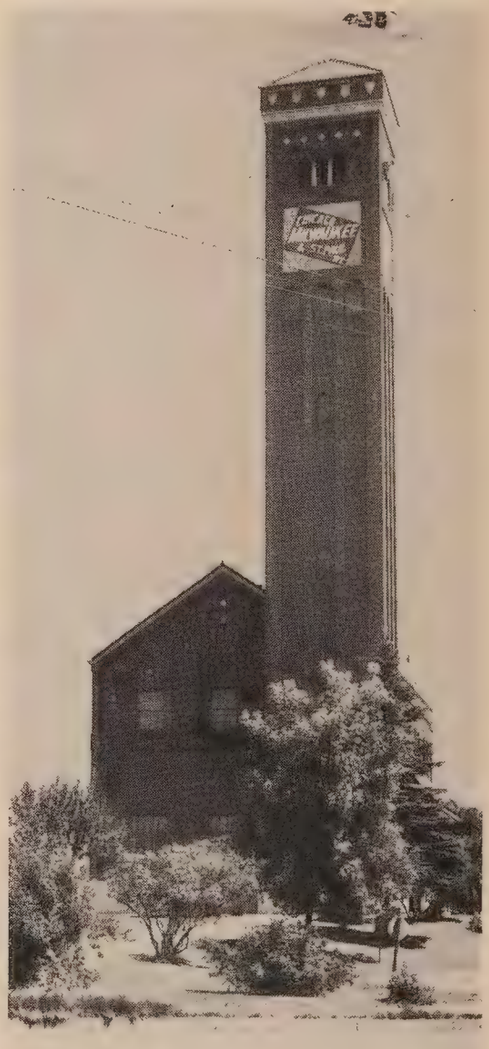
U.S. Passenger Traffic in 1946

Trains	City	Terminal	Railroads	Built
742	New York	Penn Station	PRR, NH, LV	1910
472	Philadelphia	30th St.	PRR	1934
458	New York	Grand Central	NYC, NH	1913
320	Philadelphia	Suburban	PRR	1930
316	Philadelphia	Reading	RDG	1929
270	Newark	Pennsylvania	PRR	1935
251	Chicago	Union	PRR, C&A, CB&Q, MILW	1925
248	Boston	North	B&M	1928
248	Chicago	North Western	C&NW	1911
242	Boston	South	NH NYC	1898
222	Jersey City	Jersey Central	CNJ	
217	Washington	Union	B&O, C&O, PRR, RF&P, SR	1906
210	Hoboken	Lackawanna	DL&W	1907
205	Pittsburgh	Pennsylvania	PRR	1902
180	Jersey City	Erie	Erie	
163	St. Louis	Union	Alton, B&O, CB&Q, Frisco, IC, L&N, Katy, MP, NYC, NKP, PRR, SLSW, SR, WAB,	1894
132	Baltimore	Union	PRR	1911
129	Kansas City	Union	Alton, ATSF, CB&Q, CGW CRIP, Frisco, KCS, Katy, MP, UP, WAB	1914
124	Cincinnati	Union	B&O, C&O, L&N, NYC, N&W, PRR, SR	1933
118	New Haven	New Haven	NH	1920
108	Harrisburg	Pennsylvania	PRR	
103	Albany	Union	NYC, D&H	1900
98	St. Paul	Union	CB&Q, CGW, MILW, CRIP, C&NW, GN, M&StL, NP, Soo	1926
94	Phadelphia	Broad Street	PRR	1881
94	Chicago	LaSalle	CRIP, NYC, NKP	1903
90	Buffalo	Central	NYC, PRR	1929
88	Toronto	Union	CN, CP	1927
84	Montreal	Central	CN	1943
76	Springfield, Mass.	Union	NH, NYC	1926
76	Columbus, Ohio	Union	B&O, C&O, NYC, N&W, PRR	1897
75	Syracuse	Central	NYC	1936
70	Cleveland	Union	B&O, NKP, NYC	1930
69	Minneapolis	Great Northern	CB&Q, C&NW, GN, M&StL, NP	1906
68	Providence	New Haven	NH	1897
66	Indianapolis	Union	B&O, Monon, NYC, PRR	1888
66	Toledo	Union	B&O, C&O, NYC	
63	Utica	Central	DL&W, NYC	1900
61	Detroit	Central	B&O, CP, NYC	1913
61	Chicago	Central	IC, NYC (MC)	1893
61	Montreal	Windsor	CP, D&H, NYC	1912
54	Baltimore	Camden	B&O	1856
53	Denver	Union	CB&Q, CRIP, D&RGW, MP, UP	1895
53	Jacksonville	Union	ACL, FEC, SAL, SR	1920
52	Chicago	Dearborn	ATSF, CEI, Erie, GTW, Monon, WAB	1885
51	Los Angeles	Union	ATSF, SP, UP	1939
49	Atlanta	Terminal	AWP, CoG, SAL, SR	1905
47	Dallas	Union	CRIP, Katy, SLSF, SLSW, ATSF, SP, T&P	1916
47	Atlantic City	Union	PRSL	1935
45	Pittsburgh	P&LE	P&LE, B&O	1900
44	Akron	Union	B&O, Erie, PRR	
42	Omaha	Union Pacific	C&NW, CRIP, MILW, MP, UP, WAB	1931
41	Oakland	Southern Pacific	SP, WP	
40	Milwaukee	Milwaukee	MILW	1886
40	Dayton	Union	B&O, NYC, PRR	1900
38	Memphis	Central	CRIP, IC, SLSF	1914
37	Ottawa	Union	CN, CP	
37	Minneapolis	Milwaukee	CRIP, MILW, Soo	1898
36	Milwaukee	North Western	C&NW	1892
34	Richmond	Broad Street	ACL, RF&P	1919
34	Portland	Union	GN, NP, SP&S, SP, UP	
33	Louisville	Union	L&N, Monon, PRR	1891
33	Birmingham	Terminal	CoG, IC, SLSF, SAL, SR	1907
32	Memphis	Union	L&N, MP, SLSW, SR	1912
32	Baltimore	Mount Royal	B&O	1896
31	Fort Worth	Texas & Pacific	CB&Q, Katy, MP, SLSF, T&P	1932
31	Portland	Union	B&M, MeC	
30	Savannah		ACL, SAL, SR	
30	Greensboro	Southern	SR	1927
29	Nashville	Union	L&N, NC&StL	1900
29	Little Rock	Missouri Pacific	MP	1921
29	Pittsburgh	Smithfield St.	B&O	1889
28	Macon	Terminal	CoG, GA, MD&S, SR	1917
28	Detroit	Fort Street	PRR, PM, WAB	
28	Houston	Grand Central	SP	1934
28	Chicago	Grand Central	B&O, CGW, PM, Soo	1890
27	Odgen	Union	SP, UP	1925
27	Sacramento	Southern Pacific	SP	1926
26	Houston	Union	ATSF, FW&D, CRI&P, MP	
26	Roanoke	Norfolk & Western	N&W	1906
26	Atlanta	Union	ACL, GA, L&N, NC&StL	1930
25	Seattle	King Street	GN, NP	1906
24	Charlotte	Southern	SR	
24	Youngstown	Erie	Erie, P&LE	

Data: July 1946 *Official Guide*



Interesting pattern is formed in this view of the ceiling lights of Northern Pacific depot in Tacoma, Wash.



Towering high over landscape is Milwaukee Road depot, Great Falls, Mont.

Two photographs by C.T. Steeb

INTERESTING RAILFANS No. 107

IRA L. SWETT

by FREEMAN HUBBARD

After giving a pipe-organ concert in Los Angeles last February 27th, our subject takes a bow with his assisting soprano artist, Willa Baret Norman.

LIKE the late Lucius Beebe, the rail photographer and writer Ira L. Swett towers six feet four inches above the sidewalk, has never married, and has taken thousands of rail pictures, but finds group fantrips frustrating because too many people get in the way of his camera. Unlike Beebe, he specializes in electric traction and has built up a nation-wide following with his *Interurbans Magazine.*

One of his columnists, Felix E. Reifschneider of Fairton, N.J., finds him a quiet, studious type, sincere, and easy to get along with.

"His *Interurban Newsletter*, predecessor of the present magazine, which first came out in 1943," Felix tells us, "was the pioneer in widely distributed interurban fan publications. You might say he started the interurban hobby as a national movement and he is still our leading interurban fan. Ira doesn't like buses (who does?), but knows you can't support a railway with inadequate traffic. As I write these words, he is touring Europe on trolleys and interurbans."

Our subject was born May 18, 1913, in Los Angeles in the bright heyday of electric traction. His profusion of red hair gave him the nickname "Red." When he grew old enough for a bicycle, he journeyed all over the L.A. area to visit yards, carbarns, and other rail facilities. In 1927 he listened to a radiocast of the Dempsey-Tunney championship fight at the Union Pacific's east yard roundhouse in L.A. and heard world's series baseball on a radio in a Los Angeles Railway carbarn.

Two years after that, when *Railroad Magazine* hit the newsstands after a ten-year-lapse, Ira read it eagerly.

"It opened new fields of enjoyment," he says, "and greatly increased my knowledge of railroads both locally and internationally. I have not missed a copy since then."

On Sunday afternoons he and his younger brother rode electric cars, covering every line of the old L.A. Railway and Pacific Electric. Summers were spent at Balboa, Calif., on PE's Newport-Balboa line. The boys would arise at dawn, hike north, catch the incoming PE freight at the switch, and ride its electric engine into the still-sleeping town. They watched it switch the two-track "yard," dodging passenger trains and often poling boxcars in the cramped quarters.

On Ira's fifteenth birthday his mother gave him a Brownie box camera and a ticket on PE's "Orange Empire Trolley Trip." He took his first rail photo that day at Riverside, where the car, No. 1028, laid over while the passengers ate lunch. That started his photographic hobby. Many of the thousands of photos he has since taken remain in his files as negatives, no prints of them having yet been made. This seems unusual. Do any other fans have large numbers of their own unprinted negatives?

Ira says: "The photos reproduced in *Railroad Magazine,* the *Electric Railway Journal,* and *Railway Age* prompted me to improve my technique. My pictures show equipment, scenic, action, and super-detailed shots, but my greatest joy comes from what I call the 'comparison' type. This means contrast or drama in the photo itself. For example, a brightly illumin-

Ira's first rail photo shows Pacific Electric cars; Riverside, Calif., in 1928.

Contrasting light and dark adds interest to the snapshot of PE car barn at Watts, California, in 1946.
This photo and the one at lower left by Ira L. Swett

Trolley in "canyon" in Tampa, Fla.

ated car framed by a dark carbarn door, two dissimilar cars side by side, a new car posed before an ancient barn, or a trolley beside a steam locomotive."

His zeal for picture-taking reached its peak during World War II, when most stations, yards, etc., were strictly out of bounds for photographers, but he found ways of getting around such rules.

"Perhaps my uniform helped," explains Ira. "Between 1942 and '45, while I served in the Army, I was stopped only three times from getting pictures I wanted: once at the New York Central's 125th Street Station, once at Victoria, B.C., and lastly on the San Francisco waterfront. Those were glory days for rail photos, with virtually every mainline wheeling wartime freights and troop trains as fast as the high iron could accommodate them."

Meanwhile, heading for a law career, Ira had spent two years at the University of Southern California, but the Depression ended that dream. Later, under military jurisdiction, he attended Stanford U. and the University of Washington, majoring in Japanese language, geography, and customs. From 1933 till late '42 he worked in the field of radio broadcasting. Then the Army, more radio, and finally public relations —magazines, newspapers, TV, even the Salvation Army—until he retired in 1968 to devote his time to managing his real estate as well as editing and publishing *Interurbans Magazine*.

Like the dynamic E. Jay Quinby, founder of the Electric Railroaders As-

Ira L. Swett is seen broadcasting an organ recital over radio station KFWB in Hollywood, Calif., in 1940.

sociation, and Hal Wilmunder, another distinguished railfan, Ira plays the pipe organ. He gives professional concerts, teaches organ two nights a week, and is very fond of classic recordings and tapes. His phonograph records number around 1,150, all stereo.

"I first heard of Ira Swett while listening to organ music on the radio," recalls Chard L. Walker of Hesperia, Calif. "Later I noticed an identical name in *Railroad Magazine* credits under PE car photos and still later I learned that the organist and the railfan were the same person. We became friends. Sixteen years ago he drove out to Redlands, Calif., to play the organ at my wedding."

"Recently," Stephen D. Maguire tells us, "Ira sent me two 33-rpm albums of his theater organ recitals, *Concert at Midnight* and *Concert at Midnight II,* both fine recordings." Steve, who has been corresponding with him for about 30 years and once went on an interurban trip with him, says: "Ira has turned out many excellent works, particularly on lines in the L.A. area, and has amassed and published much data, with photos, without which our available PE material would be much less than it is."

Politically and philosophically, Ira is a right-winger. He never smokes nor plays cards nor goes fishing; rarely visits movie theaters. Only original paintings adorn the walls of his home at 8438 Mountain View Avenue, South Gate, Calif. 90280—no railroad pictures. Ira has a booming voice. Even for his great height, he is overweight, despite his sporadic efforts to cut down on carbohydrates.

"I am too fond of chocolates," he admits ruefully, "Mother always (literally always) had both chocolate cake and apple pie in the house, and habits acquired early in life usually remain."

Street scene at Denver, Colorado, on narrow-gage interurban trolley line in 1947.

For such cases, nutritionists advise a diet consisting mostly of protein food, plenty of non-starchy vegetables, salads with oil, unsugared fruit, and a daily intake of multi-vitamins and multi-minerals with a scanty minimum of bakery products. For years Ira was active in handball, swimming, weightlifting, etc.; he won several championships in athletic events, and even garnered an All-American selection at the 1942 national volleyball tournament in St. Paul.

Chard Walker tells us: "For 15 years Ira held 'open house' for juice fans on Sunday evenings in his home, which was where I met him. Attendance at those soirees averaged 30, sometimes up to 60. We looked at photos and showings of slides or movies and discussed electric railways. Ira put out a small monthly *Newsletter* for his friends, filled with the latest doings of electric lines. We sent him news items picked up in our travels. This little paper rapidly grew in size and circulation. At first it was typed with several carbon copies, then mimeographed, and eventually done in photo-offset printing to include pictures. While Ira was in the Army I assisted him in publishing it. After the war, 'Specials' on an irregular schedule replaced the monthly *Newsletter.* Each issue featured one topic, usually the story of a particular electric line or an all-time roster.

"Ira was most generous in sharing his large photo collection with young railfans, until he discovered, with surprise and shock, that some were taking advantage of his trust by stealing historic glass-plate negatives. Thereupon he dropped the Sunday evening open house, and visits to his home were by invitation only. His collection of PE photos and data is the largest known to exist anywhere."

His 8x10 black-&-white photos fill ten 4-drawer steel filing cabinets. Smaller b&w's are kept in six lesser cabinets. Eight steel filing boxes hold his movie reels. Most of his slides are mounted in over 117 wheels, 100 to a wheel, for automatic projection; some 3,600 others are stored loose in 36-slide boxes. Photos and other data are filed alphabetically by states and foreign countries, except the PE and LA Ry. each have a separate 4-drawer cabinet. To prevent further theft, all b&w negatives are now locked up in steel vaults or safe deposit boxes. Ira also has some trolley bells, destinations signs, lanterns, jumper cables, etc., as well as an almost complete set of PE timetables and extensive files of numerous rail and fanclub periodicals.

George Krambles of Oak Park, Illinois, was en route to Tel Aviv, Israel, when he got our request for his impressions of Ira Swett, and he drafted a reply at the Athens Airport.

Ira has taken steam pix, too; here a Santa Fe fast freight in Fresno, Calif., in 1944.

Bucolic vista on Hagerstown & Frederick line in Maryland in 1947. Riding this car must have been fun.

Ira Swett made all photos on pages 34, 35, and 36

An oldtime view of Union Electric Railway at Coffeyville, Kansas, a town raided by Dalton gang of bandits long ago.

Two great juicefans: George Krambles (left) and Ira Swett; Sierra Madre, 1948.

"Ira's broad knowledge and insight into electric railroading are sharpened by a keen wit," he states. "I remember that in the 1940's, when *Railroad Magazine* carried an argument on the precise difference between interurbans and streetcars, Ira and I were riding an Illinois Terminal electric train and he decided to explore the subject by an impromptu survey of people we met on the streets while we were taking photos. With a steely gaze, he'd ask passerbys: 'Pardon me, sir, but could you tell me if the thing running on this track is called a streetcar or an interurban?' No one refused to answer. The consensus of opinion was mixed. Shining through the incident, which was more fun than wisdom, I noted Ira's dry wit, ably delivered by this giant of a man with a ramrod-straight posture."

George also recalls a ride that he and Bert Misek got in Ira's convertible—a rubber-tired inspection of Pacific Electric remnants in the 1950's. "This car had a right side door that neither Bert nor I could open half the time," he goes on. "After watching us struggle to get out for a photo stop near Vineyard, Ira simply drove to the PE overpass, reached over, and with no visible effort the Tarzan-like man lightly obliged us, saying, 'This car opens only at PE tracks.' "

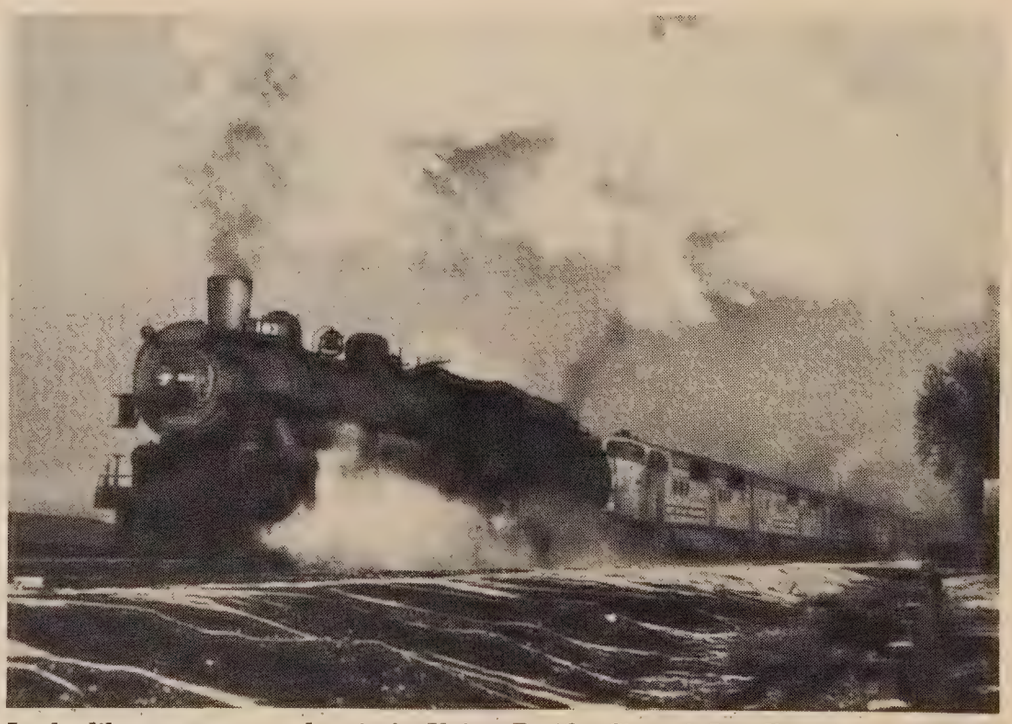
George adds: "I'm not equipped to convey adequately Ira's warmth and humor. Despite his huge, powerful frame, he shifts gently toward the pleasant side of things, usually with a deadpan expression or comment followed at just the right instant by a broad grin."

No. 107 has good reason to be proud of his *Interurbans Magazine*. An estimate of its total number of pages since the start in 1943 is 5,800, none of which is advertising. The magazine first introduced some great traction writers such as Felix E. Reifschneider, Harper Charlton, Malcolm D. Isley, Vernon J. Sappers, Charles Smallwood, and Louis H. Pursley.

Ira regards Special 41, *Traction of the Orange Empire*, as the most satisfying of all his books. "There was nothing," he says, "absolutely nothing available on the history of the San Bernardino Valley Traction Co. in the files of PE or its predecessor, Redlands Electric Railway. All material which went into that fat book came from reading daily newspapers, year by year, dated from 1898 to 1913, in dusty library basements. The year I spent in doing just that was one of the happiest in my life. And there is no better way to combat boredom or despondency than by curling up with an old issue of *Electric Railway Journal* or *Railroad Magazine*, say of the 1932 era.

"The biggest and best *Interurbans* Special is about to be released: *The White Front Cars of San Francisco*, 500 pages. It is a long step from the original carbon-copy *Newsletter*, with its initial circulation of 13, published first by John Ferris from letters I wrote him while in the Army. The basic idea is still the same—to preserve histories of bygone electric railways.

"People like my father were thrilled by the wonders of air transportation," Ira muses, "but I'd gladly trade the jets for a window seat on the first interurban train to roll between L.A. and Pasadena, back in 1895." ●



Looks like ocean waves but isn't. Union Pacific *City of San Francisco* near Ogden, Utah, had dead diesel until pulled by live steamer, Thanksgiving Day, 1945.

IN SEARCH OF STEAM

Mike Eagleson

WEST PAKISTAN still uses steam locomotives, reports Larry E. Edwards, 5300 14th Ave., Sacramento, Calif. 95820. Although rail photography there is illegal, Larry managed to shoot most of the classes still in service. The majority were built in England, but some bigger ones came from Canadian builders. I'd like to see a few photos of them, Larry.

Ex-Boston & Maine 0-6-0's No. 410, class G-11a, and No. 444, class G-11b, both in sad shape, are currently stored at H.E. Fletcher Co., Chelmsford, Mass. The owner is waiting patiently for scrap prices to rise, says Harry A. Frye, 1023 Hooksett Rd., Manchester, N.H. 03104.

A fine 4-4-0 coalburner (Dubbs & Co., Scotland, 1882) is now running between Charleswood and Headingly, Man., near Winnipeg. She is Canada's oldest operating steamer. Canadian National retubed No. 3 for Manitoba's Centennial last year and the Department of Transport issued a certificate for mainline operation. Vintage Locomotive Society operates the Prairie Dog Central, which leases No. 3 from the City of Winnipeg. So says Paul Newsome, 315 Montrose St., Winnipeg.

Also in Canada, woodburning Climax No. 1057, oldest and smallest of her type, has just been restored by Granger Taylor of Duncan, B.C., after she had been idling 40 years in the weeds. She was owned first by Shawnigan Lake Lumber Co., then by Channel Logging, from which she was seized by Cameron Lumber because Channel had logged part of the Cameron claim in 1928. Cameron abandoned the Climax when the Depression came. Taylor obtained her 40 years later. She is part of a small museum called "Sleepy Hollow," put together by Taylor, reports Robert Thorne, P.O. Box 498, Duncan, B.C., Canada. If anyone can donate an air pump for her, the Museum would be grateful.

Two narrow-gage steamers are rusting away near the Amecameca station in Mexico, reports Mrs. Marjorie Lockett, Rio Atoyac 26-4, Mexico D.F., Mexico. Marjorie wants to know the history of Baldwin builder's No. 17381, now lettered NdeM No. 5. The second engine had no builder's plate or road number.

Norfolk & Western 2-6-6-4 No. 1218, class A, is now on display at the Transportation Museum in Wasena Park, Roanoke, Va. It is rumored that $60,000 of boiler work, plus flue extensions, will clear with the ICC for 5 more years of operation.

Pella Chamber of Commerce wants to sponsor a steam-powered rail trip from Pella to Keokuk, Iowa, on the Rock Island. Who knows of an ICC-cleared engine which they could lease? Contact Kenneth J. Vandevsort, 507 Franklin St., Pella, Iowa 50219.

Beautifully restored and properly lettered, ex-Canadian Pacific 4-6-0 No. 1057, cass D-10, was test-steamed on May 22nd and 23rd in Toronto, Ontario. Also on hand for photography were CP 2-8-2 No. 5361, CN 4-6-2 No. 5107, and my own Canadian Pacific Royal Hudson, No. 2839. The outstanding restoration job on the 1057 was done by John Clark, but on the second day of test operation boiler problems developed; the engine now needs additional work. Just when she will again be fired up or where she is going are not yet determined. Thanks, Edward Emery, 398 Runnymeade Rd., Toronto 9, Ontario, for the info.

National Railway Museum in Green Bay, Wis., is running its ex-Lake Superior & Ishpeming 2-8-0 No. 24 for the first time in years. The group hopes to refurbish ex-Sumter & Choctaw 2-8-2 No. 102 for use on the Museum tracks.

The Keweenaw Central Ry. at Calumet, Mich., is not operating. Its 2-8-0 No. 29 and 4-6-0 No. 175 are out of commission and need work.

Nov. 1970: Livonia, Avon & Lakeville 2-8-0 No. 38 heads toward Livonia, N.Y., on Buffalo Chapter NRHS trip.
Ken Kraemer, 18 Elmwood Park West Tonawanda, N.Y. 14150

Copper Range shops in Houghton, Mich., still have much steam equipment for sale. A steam museum could make good use of these hard-to-find items.

Henry Ford Museum at Dearborn, Mich. rebuilt its ex-Calumet & Heckla 0-6-4T with a new boiler for summer use on a short piece of track.

Stone Mountain Scenic Railway near Atlanta, Ga., will sell its ex-Illinois Central 0-8-0 for $17,500.

Mobile & Gulf's 2-6-0 No. 97 is still on the property in Brownsville, Ala., and not yet moved to her new home in Maryland.

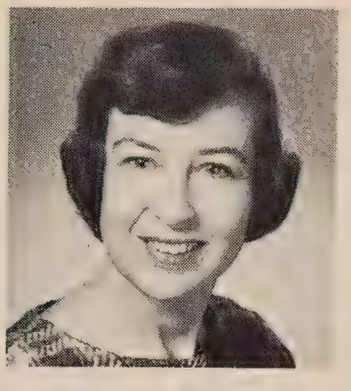
Southern's 2-8-0 No. 630 and Paul Merriman's 2-8-2 No. 4501 are being reflued in the Birmingham Shops for continued mainline steam excursions in the South for years to come. Many of the foregoing steam news items come from Rick Perry, Hurtsboro, Ala., who is well informed.

Three narrow-gage steamers are at Lakecraft Welding Co. in West Port Clinton, Ohio. They are 0-6-2T No. 1, a Porter from Louisiana; American 2-6-2 No. 5 from Chattanooga, Tenn., and Porter 0-4-0T No. 4 from Lowellville, Ohio. All three will eventually be repaired and run on the Cedar Point & Lake Erie in Ohio, reports John B. Corns, 1614 Ambler S.W., North Canton, Ohio 44709.

Ex-Ventura County 2-6-2 No. 2 is now for sale at Port Hueneme, Calif., for $24,000 F.O.B. The 1922 Baldwin has 24,300 lbs. of tractive effort and 44-inch drivers and weighs 192,000 lbs. She is in good condition, has a California boiler permit, and recently had a hydro test. Every six months she is fired up and run around just to keep in shape. Contact Terry E. Durkin, 3660 Pringle St., San Diego, Calif. 92110.

Santa Fe 2-6-2 oilburner No. 1010 may be put back into operating condition for trips over Cajon Pass or Tehachapi Loop if enough fans write their support to John S. Reed, President of Santa Fe Ry., 80 East Jackson Blvd., Chicago, Illinois 60604. She is stored in Redondo Jct. roundhouse at Los Angeles, reports Geoffrey Shepard, Rte. 1, Box 1531, Revoina, Calif. 92065.

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.



INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***Where may I obtain a nationwide Amtrak timetable?***

If you do not live near a station served by Amtrak, write to the National Railroad Passenger Corp., 955 L'Enfant Plaza, S.W. Washington, D.C. 20024. Request the 28-page booklet containing the latest nationwide schedules.

2 ***Are any Vista-Dome cars operated in Mexico?***

Yes. We know of at least one, a former Illinois Central dome car which now runs on the *F.C. Chihuahua Pacifico* thrice weekly from Chihuahua to Los Mochis, a beautifully scenic route. Also on the train is a deluxe diner-observation car from the Fort Worth & Denver, originally built in 1940 for the *Texas Zephyr*.

3 ***When were the Atlantic Coast Line and the Seaboard Air Line established? When did they merge?***

Atlantic Coast Line was chartered as the Richmond & Petersburg RR. on March 14th, 1836; the name Atlantic Coast Line dates from January 12th, 1900. Seaboard Air Line was formed by the merger of the Carolina, Atlantic & Western and the old Seaboard Air Line in 1915. (Incidentally, the words "Air Line" refer to the straightness of the route, not to anything aeronautical.) The ACL and the SAL merged to form the present Seaboard Coast Line on July 1st, 1967.

4 ***What is a cab signal?***

An electrically operated instrument in the cab of a locomotive or multiple-unit car. It gives an illuminated indication of the approaching trackside signal, and is most useful where visibility along the track is limited. Cab signals are used by many main-line railways, but seldom on secondary lines. They reproduce every trackside signal as it is approached, regardless of visibility conditions.

5 ***What are "Hot Hole" cars?***

Special cars made for transporting molten steel within steel mills. Fourteen were built by Pullman-Standard years ago; we don't know if they are still in use or whether there were more.

6 ***In railway car construction, what does the term carline mean?***

Carlines are transverse framing-members which extend across the width of the car and support the roof. They are built to many different outlines in order to match the profile of the roof: straight, arched, clerestory, platform-roof, and others.

7 ***How did the Baker car heater function?***

By heating water which circulated through a coil of pipe placed inside a coal- or wood-burning stove. The hot water heated the car by passing through pipes laid along the floor; heat would be thus radiated more or less effectively.

8 ***Is there any difference in meaning between railroad and railway?***

No. This question comes up from time to time, apparently because there have been some attempts by individuals to restrict the meaning of each term; for example, there are those who claim that a *railroad* is a mainline operation, while a *railway* is a tramway or interurban line. This is nonsense. Both terms mean the same thing, originated about the same time, and have always been used interchangeably. While the British preference seems to be for *railway*, the form *railroad* is also known there; and in North America both terms are in common use, both descriptively and in corporate titles. Examination of the index in the Official Guide will be enlightening in this respect.

9 ***What was the greatest grade-crossing elimination project ever undertaken at one time?***

Probably the New York Central's elimination of its main line through the

St. Johnsbury & Lamoille County Railroad's GP9's Nos. 200-201 (ex-New York Central) head a long freight westbound through Wolcott, Vt., on May 29, 1970.
Jack Armstrong, 197 N. Summer St., Adams, Mass.

streets of Syracuse, N.Y., in the 1930's. This anachronism was a leftover from a century of railroading; finally, the work of building a new, elevated main line over the extant West Shore right-of-way was begun in June, 1930. Sixty-two crossings were thus eliminated in one $17 million project, half paid by the railroad company and nearly half by New York State (Onondaga County paid one percent). The new line was completed Sept. 24th, 1936, amid much celebration by Syracuse citizens and civic groups. A new station on the new line was part of the project.

10 ***Tell me about the old Colusa & Lake RR.***

Chartered and built in 1886, this 3-foot-gauge line operated between Colusa and Sites, Calif. It was abandoned in the late 1920's or early 1930's. In 1912 it had 4 locos and 47 cars. We have been unable to find out much else about it.

11 ***Describe the Pennsylvania RR.'s first all-steel passenger car.***

This was a day coach, No. 1651, built by the road's shops at Altoona, Pa., in 1906. It weighed 103,550 lb. and was 67½ feet long. It resembled the wooden coaches of the period, had ordinary reversible-back seats, and Pintsch-gas lamps (later electrified). This is generally considered the first all-steel mainline railway passenger car, though all-steel rapid-transit cars were used in the New York subway beginning in late 1904. In fact, the prototype steel subway cars were also built by the Pennsy's Altoona shops.

Running Extra

We wish to thank a number of readers for pointing out two additions to the list of preserved "Big Boys" (Sept. '71). No. 4018 is on display at the "Age of Steam" exhibit at the State Fair Grounds in Dallas, Texas, where he has been reposing serenely since August 22, 1965. The other is No. 4005, now on display at the Forney Transportation Museum in Denver, Colo. It had previously been stored at Green River, Wyo., and was donated by UP in 1970. This brings to eight the number of "Big Boys" preserved.

"Referring to Jim Edmonston's question in the Sept. issue concerning 2-10-4's used in passenger service, the Texas & Pacific fitted their seventy 600's (the original Texas-type engine) with steam and signal lines, and used them on troop and passenger trains during World War II. They only used them west of Fort Worth because, as they found out the hard way, those Lima trailing trucks would not go through the switches in Dallas Union Terminal."—Chas. M. Mizell Jr., 6623 Santa Fe Ave., Dallas, Texas 75223. Another reader, W.O. Gibson, 1320 Van Buren, Apt. 2, Amarillo, Texas, tells us that Santa Fe had one or two 5001-class 2-10-4's equipped with steam and signal lines. He says he rode No. 5004 out of Albuquerque in 1946.

Usually, Mexican locos are repainted for use as American engines in motion pictures. Here is a 1928-built Spanish 2-8-0 lettered "NdeM" (see item below).
Photograph by Loring M. Lawrence

"Answering a previous enquiry, railway sequences in *The Song of Norway* were filmed at the Norwegian Railway Museum at Hamar, using one of that nation's oldest locos, NSB 2-4-0 No. 17, *Caroline,* built by Stephenson in 1861. The museum, incidentally, owns a dozen steam and electric engines, plus passenger and freight rolling stock, as well as considerable railroadiana including uniforms. Steam trains are also operated on a track nearby.

"As for *Dr. Zhivago,* I recall credit lines in the film to Spanish National Railways, Finnish State Railways, and the Canadian Pacific. Probably these were for the Summer, Winter, and trans-Ural sequences, respectively.

"The photo shows a Spanish 2-8-0 disguised as a Mexican locomotive for a movie shot in southern Spain, probably in 1968."—Loring M. Lawrence, 195 Lancelot Dr., Manchester, N.H.

"I know of several wrecks occuring on *The Iron City Express* and the *Akronite,* both Pennsy trains (see August dept.), powered by K4s engines. On or about Feb. 11, 1934, No. 7274 was pulling the *Akronite* around a curve when it derailed. The loco wound up under a combine and a coach side by side on top of her, between the Merchant St. bridge and the Clark Candy Co. building in Pittsburgh. There was a full diner in the train and it continued around the curve and smashed into an abandoned signal tower, then went down into the street. Eleven were killed.

"Another K4s wreck was that of No. 8309, on Christmas morning, 1938. The engine was derailed by a rock and fell off a 40-foot wall into Carson St., where the Pittsburgh & West Virginia Ry. bridge crossed to a connection with the Pittsburgh & Lake Erie. The engine was cut up at the spot, the first K4s scrapped."—Ivan W. Saunders, 726 Delaware Ave., Glassport, Pa. 15045.

Information on the abandoned New York Central route between Ottawa and Cornwall, Ontario, is wanted by W.J. Tooke, 77 Pintail Crescent, Don Mills, Ont., Canada.

"I would like info. on the Pinehurst Electric Co. trolleys that ran from Southern Pines to Pinehurst, N.C., around the turn of the century."—E. C. Towler, 14120 S. Menlo Ave., Gardena, Calif. 90247.

"I want to contact owners of private railroad cars. Also, what is the address of the NRHS chapter in the Watertown, N.Y., area?"—Thomas Kiernan, 1506 Seminole Road, S.E., Grand Rapids, Mich. 49506.

Abandonments (July List)

Compiled by Albert Herskovits

Boston & Maine—15.6 miles, Troy Branch, Pittstown to Troy, N.Y.

Burlington Northern—11 miles, Fremont to Kenmore, Wash.

Central Railroad Co. of New Jersey—1.3 miles, Mulberry Street to St. Charles Street in Newark, N.J.

Chicago, Milwaukee, St. Paul & Pacific—11.2 miles, Westby Junction to Coon Valley, Wisc.

Penn Central—1.4 miles, portion of Philipsburg Branch in Centre and Clearfield Counties, Pa.

Reading Co., Delaware & Bound Brook—1 mile, portion of Trenton Branch in Trenton, N.J. Reading Co. was lessee of track; D&BB was owner.

Seaboard Coast Line—12.9 miles, Zephyrhills to Thonotosassa, Fla.

***Total of abandonments authorized by the Interstate Commerce Commission for the month of July, 1971*—54.37 miles.**

Photographs and Text by B. Thomas Walsh

Alco 2-6-2 No. 105, standard gage, on dual-gage track near San Juan Coverrubias.

Photos and Text by B. Thomas Walsh

STEAM *in the* Canefields

Plus some additional motive power for good measure

ONCE a year the cane harvesting season is heralded by belching smoke and the hiss of steam on the few remaining sugar railroads of Mexico and Guatemala. Only a dozen sugar centrals still operate their own rail transport, but steam is still the exclusive choice of four companies and a partial choice of two others.

Several *Railroad* readers have alerted me on the demise this year of the photogenic FC Minerales operation in Chihuahua. Learning also about the end of steam on the San Rafael Paper Company railroad, likewise in Mexico, I realize that almost all remaining live steam of that country is in the sugar industry. A similar situation prevails in nearby Guatemala, where steam is now used on three sugar lines as well as a private banana railroad.

So I decided on a camera trip to capture, if possible, the cane harvesting of both countries in full swing. Although both seasons run from about January first to mid-May, some outfits start at different times and, depending upon the size of the crop, may finish at any date between April and June.

Photographing all these railroads in operation simultaneously requires a bit of luck. I recall having missed one Mexican company's harvest season twice, arriving first a week too early and then a week too late. Fate was kind this time. My appearance early in May timed with the final week of 1971 operation of two of Mexico's sugar lines.

First and foremost is the all-steam activity of

Outside-frame 2-8-0 No. 3, built in 1898, is the oldest loco on the CIASA's narrow-gage roster. Note unsheathed valve chest and external driving-cranks.

Compania Industrial Azucarera S.A. (CIASA) at San Juan Coverrubias in Vera Cruz state. This line uses both narrow- and standard-gage locomotives. On a typical day, two slim-gage trains are dispatched to the canefields between 7:30 and 8 a.m. and come back at around 11. Following lunch and a short siesta, the crews are sent out about 3 p.m. and return finally about five hours later. A standard-gage train also is dispatched on approximately the same schedule, making two round trips to the junction with the National Railways of Mexico at Cuatotolapam, ten miles away. Both inbound and outbound freight is interchanged with the daily mixed NdeM train on the San Andres Tuxtla branch.

On the day I arrived at CIASA, only one narrow-gage engine was busy; but happily she proved to be the oldest on the roster; Consolidation No. 3 (Baldwin, 1898). In fine mechanical shape, she briskly wheeled 25 empty can cars to the hot fields about five miles to the north. To my surprise, I saw this 73-old engine return three hours later, with a braking exhaust, rolling her now-loaded cars into the main yards at a jolly 30 miles per hour.

Then I made a mad dash by automobile to the junction to snap the homecoming of standard-gage No. 105, a handsome 2-6-2 (Alco, 1917). This rare Prairie type is the only loco bought new by the company, which acquired her when its factory was built. Fortunately, the mixed train with five coaches that runs on the 45-mile branch was still at the station. The passengers were transferred to an unbelievable home-made two-car consist operated by the sugar company. The powered lead car seemed even more bizarre because of a huge, metal, cola-drink sign, ugly to look at, in front and partially obstructing the motorman's view. This "passenger train" is narrow-gage; but since the line's standard-gage portions are triple-tracked, the dispatching of trains of both gages at the same time is no problem.

Mostly the freight is loaded cane cars, plus a few tank cars. With a relatively steep grade to climb on the way back, the train is doubled over the hill. Contrary to usual practice, the passenger train follows the freight, including a long wait while the loco moves the second section of freight cars up the grades and recouples with the first ones. Due to the poor quality of oil, the engines produce dense smoke. It is relatively easy to spot cars wherever CIASA power may be. As for changes, engine No. 5, a 1904 Baldwin narrow-gage Mogul, is to be cannibalized and scrapped. Also inoperable is a Consolidation obtained from the dieselized sugar central at Ingenio Monte. The other six engines are kept in good repair. Despite the presence of a rarely used Plymouth diesel, there is no intention of discarding steam in the near future.

Later I visited the nearby Ingenio San Francisco at Lerdo to check on a rumor that the road's diminutive 30-inch-gage steamers have been stored outside the mill since rail operations ended in 1964. The superintendent of machinery, Joel Santiago Flores, escorted me behind the mill. Sure enough, all five were loafing there. Though somewhat weed-encrusted and suffering from the elements, they seemed to be operable and still intact, including all builder's plates. The company officials realize that with all but one of their engines dating from the nineteenth century, any stripping or replacing of builders plates would impair the authenticity of these antiques and their eventual sale. This is in accord with my own view. No builder's plate should be removed unless the engine is to be scrapped.

Mexico's two other operating, steam-powered sugar lines are on the West Coast. Unlike CIASA, neither haul cane. Traffic consists of bulk sugar, molasses, and other sugar by-products. The company owns the standard-gage Mexican Pacific, which runs only the three miles between the sugar mill and junction with the Chihuahua-Pacifico at Los Mochis. Working from 9 a.m. to 4 p.m., two runs per day are made six days a week from January through June. Forty to fifty cars are handled daily, most of them tankers leased to the National Molasses Company of Houston, Texas.

Engines are alternated each week, with No. 7, a Baldwin 2-6-2, spelling off Mikado No. 4, the company's largest locomotive. Prairie-type No. 6, with a unique Vanderbilt tender, has been undergoing heavy repairs for more than a year and may never go back into service. This setup is marvelous for train enthusiasts, not only because of the regularity of its runs (9:30 a.m. and 2:30 p.m.) but also because you can follow the 15-minute trip to the junction on a highway paralleling its full length.

I also rode the FC Occidental de Mexico (Western Railway of Mexico) over its entire 22 miles from Culiacan to Navolato. Though it is a year-round common carrier, running daily six days a week each morning, most of its traffic flows from the large sugar mill at the end of the line. Cars at the mill itself are shifted by tractor. Some other sugar companies also follow this practice. Due to the lack of a wye, all outbound runs are made tender first.

The FC Occidental is Mexico's only shortline using a caboose, which at least one or two passengers ride on

Daily freight train of *Ferrocarril Occidental de Mexico* (Western Ry. of Mexico) pounds along behind 0-6-0 No. 2.

most trips. The road's two identical ex-U.S. Army Porter 0-6-0's are holding up well. On the rare occasions when both are out of service, a diesel is borrowed from the mainline FC del Pacifico. Even so, steam operation is slated to last indefinitely. I was glad to note that this railroad, like the nearby Mexican Pacific, reports a marked increase in the number of visiting U.S. railfans. Seldom a week goes by without somebody photographing steam.

GUATEMALA'S three sugar railroads also were on my list to catch before the milling season ended. All are narrow-gage. On the average, they are shorter than their Mexican counterparts and possess an even greater lot of unusual steam power. Within two hours' driving time of Guatemala City, the three lines are located along a 50-mile band just off the Pacific Coast Highway going north from Escuintla.

Furthest out is the railroad operated by Ingenio Palo Gordo near the town with the jawbreaking name of San Antonio Suchitepeguez or, as shown on maps, San Antonio S. On different days I caught their two woodburning Henschel-built tank engines in service.

Velazquez, a Baldwin 0-6-2T woodburner, works sugar-cane operation of Ingenio Pantaleon, in southern Guatemala. Notice link-and-pin coupler; diesels are also used.

One is a tiny 0-4-0, the other a large 0-6-0. The engineer's favorite, however, is an oilburning Mogul which was acquired within the past two years from the defunct United Fruit operation at Tiquisate. Once the mainstay of banana lines all over Central America, these Porter 2-6-0's are now virtually extinct. Two others still survive in the large United Fruit operation at Bananera, along with five additional steam refugees from the otherwise nationalized International Railways of Central America.

Outside Escuintla, I found that the sole operational steam engine of Ingenio Concepcion was being kept very busy. The rare gasoline loco (Baldwin, 1927), still with the markings of its former owner, IRCA, was under repair. Engine No. 1, a German built 0-4-2, and No. 81, a leased Mogul, have been consigned to the rip track for scrapping. This left the handling of all cane cars at the mill, as well as several trips a day to the junction, to No. 2, an 0-6-2T (Orenstein & Koppel, 1962).

The two-mile line running to the Ferrocarril de Guatemala (Fe Gua) is so steep and winding that most cars are handled one at a time. Trying to race up and down the roller-coaster line requires an all-out effort. The engine belches great quantities of dense smoke—environmentally damaging but very pleasing to some photographers.

I discovered a real surprise at the third sugar-rail system operated by Ingenio Pantaleon near Santa Lucia. At the peak of the harvesting season

Builder's plate of 1910 Shay-geared loco kept at Ingenio Pantaleon, Guatemala.

an old Baldwin 0-6-2 woodburner is pressed into service to augment the road's four diesels. Named *Velazquez* but bearing no number, the steamer is confined to the mill area. She replaces a little 0-4-2 Porter woodburner, built in 1895 but taken out of active service four years ago and still kept at the enginehouse.

There I saw something I had missed on three previous visits: a genuine woodburning Shay with a rectangular plate, instead of the usual diamond, reading: "The Lima Locomotive & Machine Co., Lima, Ohio. Patented 2-18-08, 4-14-08. 1910." Too heavy for cane haulage, she worked until five years ago at bringing in occasional carloads of coal for the power plant. Located in an interior courtyard of the mill, she defies discovery by most visitors unless a company official happens to mention her in passing.

Another curiosity there is a homemade diesel engine built on a 0-6-2 steam loco frame and still using the same wheel arrangement. Elsewhere in Guatemala, the only other common carrier, the Verapaz Railroad, folded up in 1968. It was noted for a service of just one mixed train a week. Its three Baldwin steamers are sadly rusting away at the Panzos enginehouse. Far more active is the tiny, two-foot-gage, coffee railroad of Ingenio San Francisco Miramar just off the Pacific Coast Highway, which operates a little Davenport diesel almost daily over its 25 miles of line.

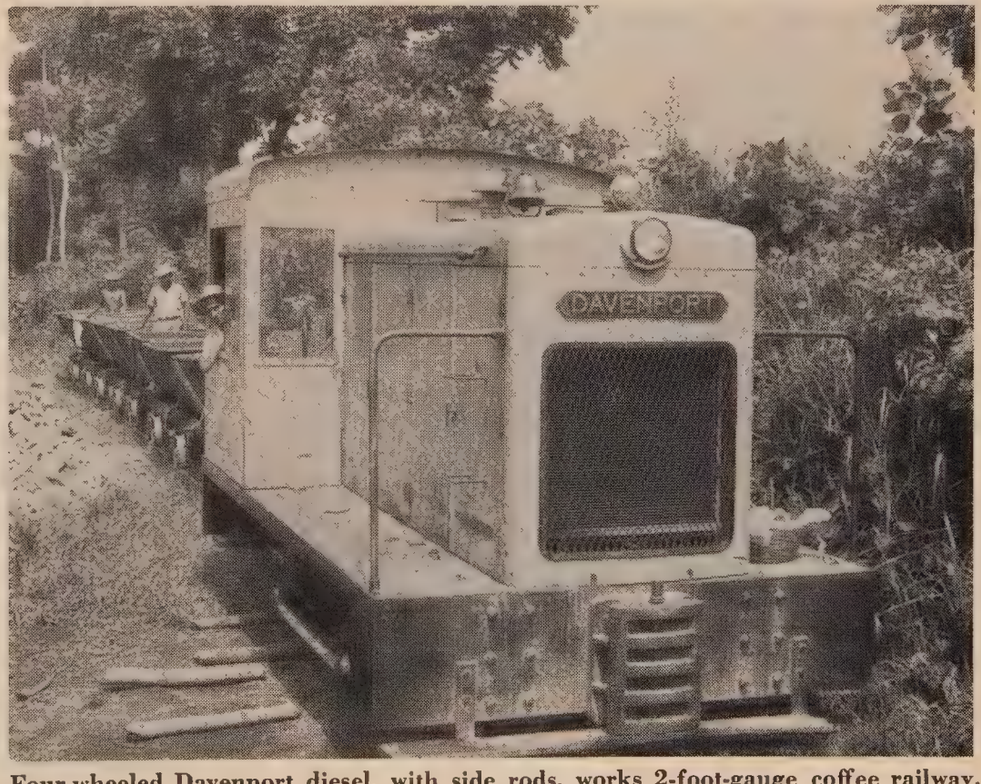
BESIDES exploring the sugar lines, I checked other railroad activity in Mexico. For example, I learned that on the former United Railways of the Yucatan, which were merged into the Sureste Railways in August, 1968, dieselization had reached the second generation. Six of the first batch of narrow-gage GE locos acquired in the 1950's are now resting forlornly on the rip track beside the Merida Shops. Also outdoors is standard-gage engine No. 351, a beautiful high-wheeled American type (Baldwin, 1887), which until five years ago was regularly assigned to the Progresso passenger run. Two daily trips to Progresso are now handled by railcar 304 (Link-Hofmann-Busch, 1954), which also sandwiches the 216-mile round trip run to Campeche during mid-day.

United Railways of the Yucatan are in the odd position of retaining every single standard-gage steamer they had at the time of dieselization, but they scrapped or sold all but one narrow-gage engine. Of the five standard-gagers kept, a Mogul is at Merida and an American type at Campeche. Ten-wheelers may be seen at Campeche and the NdeM boneyard in Huehuetoca.

Virtually all remaining narrow-gage steamers were sold to Walt Disney Productions in 1969 and are now puffing away at Disneyland East in Orlando, Florida. In all, five engines were disposed of, including one American standard, two Moguls, and two ten-wheelers. Even No. 52, which had been on display in front of Merida station for years, was taken away. The only narrow-gage engine saved by the management is a Baldwin ten-wheeler, No. 270, exhibited inside Merida depot.

A few sugar railroads appeal primarily to diesel *aficionados*. These include the largest rail sugar operation in Mexico, ICASA, located at Cosmaloapan, southwest of Vera Cruz. Its ten engines are divided equally between standard and narrow gage and include everything from old Baldwins to center-cab Whitcombs. At the peak of the season, literally hundreds of gondolas, nearly all from U.S. railroads, await unloading in the yard.

Other sugar railroads include: Ing. San Gabriel, narrow gage, three diesels, two miles west of Cosmaloapan; Ing. San Miguelta, standard gage, one diesel, at Cordoba; Cooperative Ing. Mante, standard gage, two diesels, at Mante; Ing. Ejidal Plan de Ayala, standard gage, two diesels at Valles; Ing. Potrero, standard gage, three diesels, at Potrero; and La Gloria, S.A., standard gage, two diesels, at Cardel.



Four-wheeled Davenport diesel, with side rods, works 2-foot-gauge coffee railway.

United Fruit Co. provides free passenger service with this railbus in Guatemala.

The La Gloria operation handles no cane traffic but operates like a common carrier over its three-mile line. Aside from employing a distinctively streamlined loco built by Orenstein & Koppel, the company keeps in reserve an engine from a seldom-seen U.S. loco builder, Milwaukee.

Also located in the Vera Cruz sugar region are three cable lines of the Pueblo Power & Light Company at the Tuxpango power plant near Orizaba. All three serve employes and their families, but visitors also may ride free. The systems are called *malagates,* or winches. Their cars were built in New Jersey by the Ramapo Iron Works in 1915.

Orizaba is the home of the former Mexicano Railways electric locomotive shops. I was gratified to find a number of these GE box-cab mainline electrics, built in 1923, still in service. Most freights use "juice" simply as pushers or helpers to the diesels on the stiff grade to Esperanza, and usually tacked onto the rear. This electrified portion of the railway is within sight of the new limited-access toll-road through the mountains; motorists on that road can easily spot rail movements. With good luck, I caught both east and westbound freight trains in action. The first one I saw had two electrics heading a freight, with a diesel as an auxiliary. The second train consisted of three straight electrics, all on the head end, with no diesel. Each train carried no more than 15 or 16 cars, about the maximum for the steep grades.

North at Teziutlan I was happy to find intact both Shays belonging to the copper company there. The second Trackmobile procured by Teziutlan Copper bears a painted date of November 7, 1970, marking its arrival on the scene. Shay No. 2, the smaller of the two steamers, is sometimes used for track maintenance work. Engine No 3, which needs major repair, may be scrapped soon. The company thought of saving one engine for display, but the townspeople seem to have little interest in providing a park or other suitable place for her.

Even less encouraging was the sudden demise of San Rafael Paper Company rail operations. Both of their narrow-gage steamers are parked at the NdeM junction at Amecameca, and no rail freight has been handled at San Rafael since last January. However, the cessation of rail traffic is only temporary. It is due to the project undertaken by the National Railways of Mexico to standard-gage the 194 miles of slim-gage line between Mexico City and Puebla via Cuaulta.

The plant manager at San Rafael told me that his company had completely relaid the five-mile section of railroad operated to the NdeM connection. Although the company last year acquired a 0-6-0T standard-gage engine 507 (Kitson, 1901), they decided not to move her from the NdeM boneyard at Huehuetoca. A Trackmobile salesman had convinced them that his machine could handle mainline runs, so San Rafael Paper is now

One of the three cable-car lines at the Tuxpango plant of the Pueblo Power & Light Co., in Mexico's Vera Cruz sugar area. At right, awaiting departure from Tuxpango base station. Above, tow car and trailer approach the top of the grade.

FCOM No. 2, also shown on page 42, marshals cars across bridge near Culacan. This is a former U.S. Army six-wheeler.

expecting a Trackmobile delivery this year.

At Huehuetoca, the same 17 engines present last summer still await disposition. San Lazaro roundhouse, however, has had minor changes. Narrow-gage Consolidation No. 10 of the Coahuila & Zacatecas, equipped with a bright green tender, was shipped down from Saltillo last November and given the stall formerly occupied by standard-gage movie Mogul 650, now kept at the Durango shops. Another curiosity is Sureste diesel No. 412, which sometimes switches the San Lazaro yards. Other than one on the late, lamented Jay Street Connecting Railroad in Brooklyn, N.Y., it is the only Atlas engine I've ever seen in common-carrier service.

Good news in Mexico City is provided by the completion of overhaul and repainting of Shay No. 5, a 34-ton engine (Lima, 1904). While her companion engine, *La Burrita*, a little 0-4-0T Porter, remains at the Tacubayo power plant, the Shay now basks in the sun as part of the Technological Museum in Chapultepec Park. Adorned with white "extra" flags, she is even floodlighted at night. A sign alongside

These General Electric 2½-foot-gage box-cab juice locomotives pull ore cars on the electric mining-line of the *Ferrocarril Minerales Nacional de Mexico.*

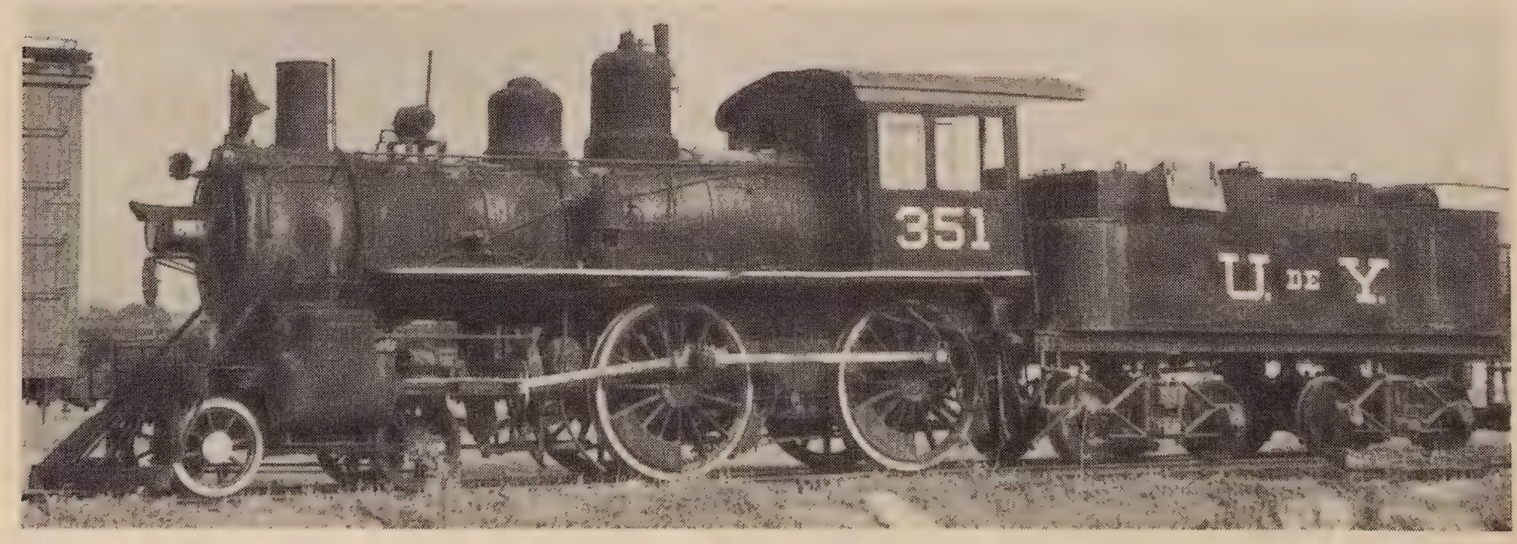
Mexican Pacific's two active steamers, 2-8-2 No. 4 and 2-6-2 No. 7, at engine shed of 3-mile standard-gauge line.

the locomotive explains the past history of the Necaxa railroad:

"Within its lengths of 30 kilometers, the railroad ascended or descended the considerable altitude of 700 meters (2,200 feet), with grades up to 7.5 percent passing through one of the steepest mountainous zones in Mexico. In its route, the railroad had 315 curves, some of them of 60 degrees. Its locomotive is notable in design, especially her vertical steam cylinders and her transmission to the trucks by means of telescopic coupling in combination with universal joints and conical gears in the wheels which permit turning on curves."

On this trip time permitted me to ride two rather curious industrial roads. One is a three-mile electric line run by a silver mine in Guanajuato (Cooperative Minero Metalurgica Santa Fe de Guanajuato). It uses two mine locomotives which Westinghouse built when the line was opened in 1906. A little wooden bench atop each loco carries passengers.

The other line I visited is owned by Cia. Metalurgico, a lead and silver mining company at Guadalupe. To speak of mining there in the usual sense is misleading, since ore is extracted very close to the surface. This company has two 1928 Whitcomb diesels which take turns on the 12 round trips per day over the two-mile line. The run is completed easily in 25 minutes by utilizing a system whereby empty cars roll the last half-mile from the switch point to the end of the line by gravity, confining the locomotive only to retrieving and hauling out the loaded cars.



United Railways of Yucatan retains all its standard-gauge steam locos. This 1887 Baldwin sits in Merida yard.

High priority on my agenda was to check the status of the FC Mineral de Chihuahua, a three-foot-gage railroad which was operated entirely with steam by the American Smelting & Refining Company near Chihuahua. Unhappily, the reports of its abandonment proved to be true, due to closure of the Santa Eulalia mine. All track is intact, but the last freight movement took place February 26th. After clearing the line, Porter-built Mogul No. 6 ran light over its 13-mile length to the roundtable at Santa Eulalia where it is now on display. The other three engines remain in the roundhouse at the Morse smelter, pending sale or discovery of another mine which the railroad could service.

The electrified 2½-foot-gage FC Nacionales (formerly FC Industrial El Potosi) also brings some ore to the Morse smelter and is still operating at full capacity. Because the Chihuahua end of the line is used only twice a week, you can readily catch the action between the concentrating plant at San Guillermo and the mines at Aquiles Serden (Santo Domingo). Without a telescopic lens, however, you need the agility of a mountain goat to scale the sides of a ravine and get close enough to photograph the train.

Far easier to shoot, because of its leisurely 3 to 4 miles per hour, is the last regularly operated Shay in Mexico, No. 5 of Cia. Maderera de Durango, at El Salto. This three-truck woodburner (Lima, 1914) is steamed up to move boxcars of lumber in and out of the plant. The daily mixed NdeM train from Durango arrives between 11:30 a.m. and noon, which is usually the only time the Shay will work.

The manager told me that last Winter his company had looked into the possibilities of converting to diesel but decided that rail operations were too marginal to justify the cost. With a Heisler as an emergency backup, the Shay will probably continue for the indefinite future—barring, of course, the arrival of that Trackmobile salesman who touted San Rafael Paper away from the steam!

Some changes have been made on the retired locomotives displayed in Mexico. A handsome Consolidation sits astride the Isthmus Highway at the entrance to the town of Matias Romero. Although a descriptive sign nearby states that engine No. 535 was placed in service in 1881, this Baldwin was part of a batch turned out in 1906 for the National de Tehuantepec, whose initials remain on the tender.

Last Shay in regular use in Mexico is No. 5 of *Cia. Maderera de Durango* here picking up boxcars at El Salto as NdeM diesel loco backs away (left).

Not steam but very odd is light green Vulcan No. 308 of the former two-foot-gage FC Cobos Furbero. This 54-mile line, inoperative since 1962, was owned by Pemex to serve the major petroleum-producing region around Poza Rica. The tiny engine was placed on exhibition in 1969 in a park which, ironically, is located directly opposite a Pemex gasoline station.

Ferrocaril del Pacifico, an early convert to dieselization, has none of its former steamers available for display. The narrow-gage Alco Consolidation No. 70 in the city park at Empalme came from the NdeM, while the slim-gage Porter 0-4-0T in front of the station at Hermosillo is believed to be from a sugar company.

The FC Sonora-Baja California likewise has lettered its name on somebody else's locomotive. At Benjamin Hill a superb ex-NdeM standard-gage Consolidation has been numbered 2702 on her sides, but bears the correct number of 1137 in front. The explanatory sign at the station which says she was placed in service in 1907 is not correct. Alco built No. 1137 in 1921. The company probably got confused with sister engine 1344, which Alco built in 1906 and which is slated to go on display in Mexicali.

A final note is that narrow-gage No. 8, a 2-6-2T of the Cananea Consolidated Copper Company, has been presented to the city of Cananea. This leaves standard-gage No. 12 and narrow-gage No. 7 as backup steam power for the diesels now in use. Last call was in March, 1970. Unless a diesel breakdown lasts more than three or four days, management is reluctant to put steam back in operation.

This about sums up the steam situation south of the border. Photographically, your best action would be with the half-dozen sugar lines that remain in Mexico and Guatemala. A Winter vacation in January or February would be the best time to catch a fading glimpse of good old-fashioned steam railroading. ●

STEVE MAGUIRE'S

TRANSIT TOPICS

BOSTON'S NEW rapid transit line to Quincy Center was to have its opening ceremonies in both Boston and Quincy on September 1st, and the next day the line was to be opened for revenue service, as of this writing.

This new extension of the Massachusetts Bay Transportation Authority's rapid transit system was built over part of the right-of-way of the Old Colony Branch of the former New York, New Haven & Hartford Railroad. During reconstruction, the roadbed was substantially upgraded for high-speed electric service, and a new bridge was built over the Neponset River, which trains now cross at 60 miles per hour.

Scheduled speeds on the new line through South Boston to Quincy will exceed the speeds of the Old Colony trains of yore. From Quincy to downtown Boston, trains now take only 14½ minutes, and from North Quincy to downtown the trip takes 11 minutes.

Much of the money for the conversion of the Old Colony line to rapid transit came from funds obtained under the 1964 congressional Mass Transportation Act. The new line parallels the interstate highway route near the shoreline southward from Boston, and we wonder what effect its opening may have on the volume of traffic using the superhighway.

DIRECT airport connections from midtown New York City appear to be a little closer to actuality as the result of recent legislation in New York and New Jersey, authorizing the Port of New York Authority to finance and build high-speed rail connections from midtown to Kennedy (Idlewild) Airport and from downtown Newark, N.J., to nearby Newark Airport.

It seems that in recent months pressure from Governors Cahill of New Jersey and Rockefeller of New York, backed by their state legislatures, has finally brought a reversal of the position of the PNYA against further rapid transit railway construction. The Authority commissioners who in the past have delegated their authority to their director, Austin J. Tobin, who seems to have been dead-set against any obligation of the PNYA to further or aid rail transit, have now apparently reacted to the pressures of the two states which created the Authority under which they serve, and are now willing to approve rail lines to these airports.

A 1969 view of car No. 6 on Isle of Man's electric Snaefell Mountain Railway, near the summit. The Fell adhesion rail may be seen on the downward track at right.
Photograph by J. H. Price

Under the plan, the Kennedy Airport line would connect with midtown Manhattan, using current and former Long Island Rail Road right-of-way into Pennsylvania Station. The Newark extension would connect with Port Authority Trans-Hudson rapid transit lines to downtown and midtown Manhattan, and with Penn Central and Jersey Central trains, at the Penn Central's Newark station.

As part of New Jersey's price to agree to the over-all project, the Port Authority is to finance a commuter rail line southward from Newark Airport to Cranford, using much existing Jersey Central trackage.

These new services in New Jersey will probably be operated by the Port Authority, while the Kennedy Airport link, in New York City, will be run by the Metropolitan Transportation Authority. The whole project is expected to cost $410 million; of this, $210 million will be spent for the Kennedy Airport route, the remainder for the Newark Airport lines.

HUDSON TERMINAL station of the Port Authority Trans-Hudson, in

This former Third Avenue Railway System (New York City) car was sent to Vienna in 1949; seen here in April, 1970, en route to Crich tram museum in England.
Photograph by F. Dolezal

downtown New York City, was closed on July 2nd after 62 years of service. Its replacement was opened on July 6th, after track alterations designed to bring the PATH trains into the new, air-conditioned station in the World Trade Center had been made. According to PATH officials, this is the first air-conditioned subway station ever built.

The old Hudson Terminal station and its two office buildings were built for the Hudson & Manhattan Railroad (predecessor of PATH), and opened on July 19th, 1909. Over the recent 3-day weekend when the changeover was being made, no trains could enter either the new station or the old, so passengers for downtown New York were routed via the uptown line, where they transferred to special buses at 14th Street for the ride downtown. Fortunately, there is little passenger traffic on the downtown PATH line over holiday weekends, minimizing the number of persons thus inconvenienced.

The new World Trade Center Terminal, 60 feet below street level, is built within the foundations of the World Trade Center itself, and was opened while construction in surrounding areas was still under way, in order to afford passengers the use of the air-conditioned station for the rest of the Summer. It is the first station on the system to be equipped solely for cash operation. Its 40 turnstiles will accept any combination of nickels, dimes, and quarters adding up to the 30¢ fare, but not the PATH tokens, use of which is to be discontinued eventually throughout the system. There are eight change-making machines which accept one-dollar bills, quarters, and dimes. PATH station agents who formerly sold tokens are thus relieved for information and assistance duties.

Platforms of the new terminal are 500 feet long, compared to 300 feet in the old station. This will allow trains of up to 10 cars, instead of the 6- or 7-car maximum length in the past, but the limits of other stations on the line will prevent use of trains longer than eight cars for the time being. Delivery of 46 additional cars is expected in 1972, and the longer trains may help alleviate terminal congestion during the rush hours. However, the new terminal has one serious defect: it has but one platform-edge per track, forcing entraining and detraining passengers to use the same platforms and car doors. The old Hudson Terminal had separate entrance and exit platforms, one platform-edge on *each* side of every track. We wonder if this feature shouldn't have been incorporated into the new terminal.

Present use of this terminal is about 85,000 passegers each weekday, with about 20,000 each rush hour. It is expected that the new terminal will accommodate a daily total of about 100,000 by 1975, with 25,000 each rush hour.

Open car 1 and closed car 28 stood ready for service in Raleigh, N.C., in 1925.
Collection of Stephen D. Maguire

CHICAGO South Shore & South Bend, last of the many midwestern interurbans, is in financial trouble again due to passenger losses, writes William Jaroszewski, 2123 W. Roger St., South Bend, Ind. 46628, citing a news story from the *Elkhart Truth*. James B. McCahey Jr., president of the South Shore line since 1966, recently stated:

"Right now, the relationship of our assets and liabilities is worse than Penn Central's was when PC went bankrupt."

The line lost nearly a half a million dollars last year, passenger-service losses amounting to about $1.8 million. The quantity of riders declined from 3,249,655 the previous year to 2,682,075.

"It's impossible for anyone to make a profit on passenger service today," McCahey said. "If I didn't have passenger service I'd be running this railroad at a profit.

"Things went great until 1953," he added. "Then the Indiana Tollroad was completed. People deserted us in droves. Now we had to compete for passengers with a subsidized highway system. We also had to compete for freight business with trucks which used that subsidized system."

In 1964, McCahey said, the South Shore went to Congress for funds under the newly enacted mass transportation act. "But we didn't get any because Indiana didn't have any agency which could receive funds," he said. Finally, the legislature created the Lake-Porter Counties Regional Planning Commission.

"In 1969, we got a sop. The Lake-Porter commission could receive federal money but there was no provision for matching with local dollars. So we agreed to put up one-third—$3 million—to get $6 million from the government," McCahey said. The request is pending, but if approved, the railroad has another problem.

"Inflation," MaCahey sighed. "In 1969, we could have bought 34 cars for $9 million. Now we can get only 25. At that time, interest on the $3 million I had to put up would have cost me $180,000. Now I don't know what the financing will be."

He sees four options for the South Shore:

"We can petition to the ICC for total abandonment of passenger service, and, believe me, I can make a good case. This company hasn't paid a dividend in four years.

"Second, we can raise fares. But that's self-defeating. We're trying to get customers, not chase them away.

"Third, we can let the service run down completely. We can run the equipment until it falls apart and then quit.

"Finally, we could rearrange schedules to cut costs."

McCahey said the final three options would be stop-gap measures "to keep us together till we can get a subsidy."

OPERATION of the Staten Island Rapid Transit Railway in New York City's Borough of Richmond was officially taken over by the Metropolitan Transportation Authority on July 1st. The line was purchased from the Baltimore & Ohio Railroad, whose subsidiary the SIRT had been for many years. Most of the 14-mile passenger route from St. George to Tottenville is 120 years old and was served by steam engines until electrification in 1925. The original multiple-unit, subway-type cars acquired then are still in service. However, as part of a $25 million improvement program by the MTA, new cars of the latest MTA design will replace all of the old ones in a year or two. It should be noted that the old cars were mechanically well maintained until recently.

Triple-track tramcar terminal in a wide street at Innsbruck, Austria, in August, 1970. The single-truck car at left draws a trailer; a newer car is at right.
Paul Meyer, 630 Enos, Kankakee, Ill. 60901

PHILADELPHIA area's Delaware River Port Authority has worked out acceptable routes for extending its Lindenwold rapid-transit line to Moorestown and Atco, N.J., editorializes the Philadelphia *Evening Bulletin;* it is also requesting federal funds to finance the extensions.

Seeking aid from Washington marks a significant change in financing the highly successful Lindenwold line. The original 14.5-mile line was backed with toll income from the Benjamin Franklin and Walt Whitman bridges.

The Port Authority has now reached the limit of bridge toll financing. And even if it hadn't, it is questionable whether any further use of tolls to build transit lines exclusively in southern New Jersey could be justified.

If mass transit systems are to be developed to their full potential in urban areas, federal support is essential, according to the *Bulletin.* Acclaimed as the Lindenwold line has been, funds to extend it in the heavily traveled Moorestown and Atco corridors should be approved in fairly short order.

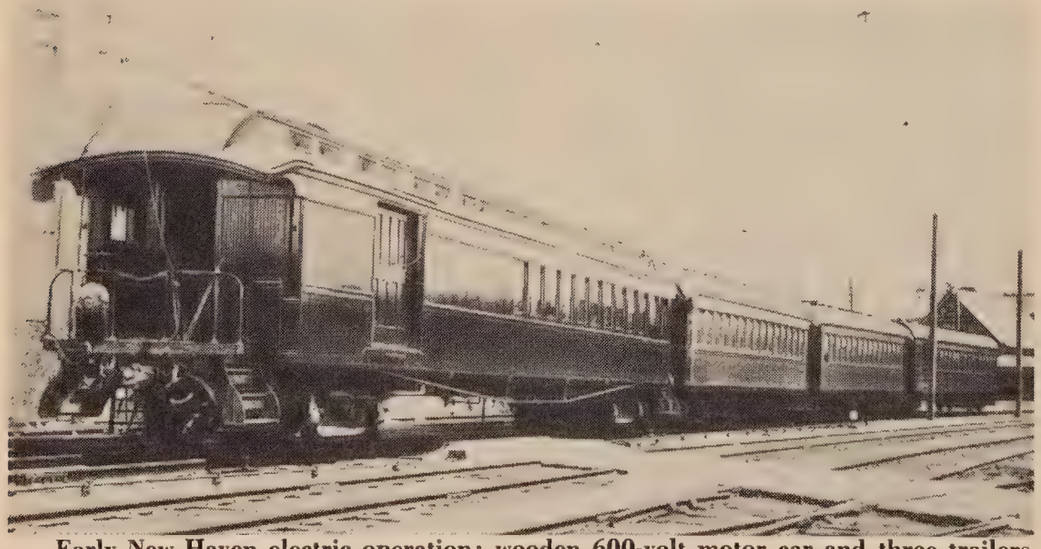
FOR Geoffrey Andrew Hallidie, it was a life's ambition fulfilled last May when he tried his hand as a conductor on San Francisco's Powell Street cable car line. Hallidie's great-uncle, Andrew S. Hallidie, was the builder of San Francisco's first cable car line back in 1873, and Geoffrey is his only living relative. Geoffrey also donned worn canvas gloves to work on a cable car turntable at the site of Hallidie Plaza, being constructed in honor of his ancestor.

Meanwhile, the San Francisco Public Utilities Commission decided to drop nighttime service and cut back weekend service on the California Street cable car line, except during the Summer tourist season, writes Charles Tidwell, P.O. Box 1639, San Francisco, Calif. 94101, who says an annual saving of $154,000 is expected from the changes.

The line, which ran to Presidio Avenue up to 1954, is already only slightly more than half its former length. The short-sighted bobbing of the line 17 years ago is probably the main reason for its decline.

The lower Market Street area is being developed rapidly. A large hotel has been started and a new theatre is planned. There may also be expansion of the recently instituted Marin County passenger ferry service. All this activity may create much greater nighttime traffic, possibly making resumption of late-hour California Street cable car service desirable.

Mr. Tidwell also warns us that although San Francisco has a charter requiring operation of the present cable car lines, the city attorney has stated that this means that it need operate only one car a day if necessary!



Early New Haven electric operation: wooden 600-volt motor car and three trailers at Woonsocket, R.I. (See page 32 of our January, 1969, issue for its history.)
Collection of Stephen D. Maguire

COLLECTORS of railroadiana will be interested in sets of glasses with a small decoration showing the new *Highliner* m.u. electric doubledeckers. The smoke-colored, 11 oz. double old-fashioned glasses now being sold by Illinois Central Railroad have pebbled bottoms and a white frieze design, a stylized IC train around the top, linked by IC's divided rail emblem. Sets of six glasses can be ordered by sending a check for $4.50 (payable to Illinois Central R.R.) to *Hello,* Room 301-A, 135 E. 11th Place, Chicago, Ill. 60605.

SPADINA Expressway, being built in northern Toronto, has been vetoed by Ontario's Prime Minister, Bill Davis, and the Provincial Cabinet. Now, with over $75 million already invested in the

Wooden motor combine of the Erie's Rochester-Mount Morris, N.Y., electrification. We showed a coach in June, p. 66.
Collection of Thomas T. Taber

project, all work has stopped. The rapid-transit railway considered for the median strip of this highway was also killed, according to Norman L. Thimont, 1524 King Street West, Toronto, Ont., Canada, who says that studies may be made for completing the line in another location.

The decision not to complete the expressway, says Mr. Thimont, was a political decision made at the highest level, and came as a great surprise. He says it was based on the premise of whether Toronto was to be planned for automobiles or people.

According to M. Sendecky, 14 Rennie Terrace, Toronto 3, Ont., the premier has stated that money earmarked for further work on the expressway will be spent for rapid-transit instead. Mr. Davis said he would arrange meetings to encourage the earliest possible completion of a rapid-transit railway along the expressway's projected route or elsewhere.

Meanwhile, according to the Toronto *Globe,* streetcars and trolley buses may remain in Toronto's service indefinitely, to reduce air pollution. Toronto Transit Commission Chairman Ralph Day said that TTC is reconsidering earlier plans to replace electric surface vehicles in the next few years.

"It's motorists who don't like streetcars," he said, "not the people who use them." There are 439 trolley cars and 152 trolley buses in service on TTC routes.

WE EXPRESS our thanks to the many readers who sent us detailed identification of the PCC car scene shown on page 52 of August *Railroad.* It showed ex-Birmingham PCC cars at the Roncesvalles carhouse in Toronto.

While the future of electric rail cars in Toronto appears much more favorable these days (see above), the Toronto Transportation Commission has sold all of their remaining air-electric PCC cars to the transport system at Tampico, Mexico. These include the ex-Cincinnati cars, which, except for No. 4199, are being regauged before shipment.

New Eectric Publications

***Rapid Transit Boston*, by Bradley H. Clarke, 36 pages, 11x8½", stapled binding; $2.75 from Boston Street Railway Assn., P.O. Box 102, Cambridge, Mass. 02138. More than one-half of the publication shows full-page views of the more interesting rapid transit lines of Boston from the first trolley subway of 1897 to the present. There are also chronological lists of all of the developments of the Boston rapid transit system from the early beginnings in 1884 to the present.**

***System of Street Railways (Steam Railroads) of Philadelphia*, a reprint of a 4x6" booklet originally printed in 1887 showing detailed street maps of the many horsecar routes as well as a list of all the steam railroad stations in the city. An excellent reproduction of a very rare, old publication, this book should interest fans of the Philadelphia of yesterday; $2. from Harold E. Cox, 80 Virginia Terrace, Forty Fort, Pa.**

A 6-page story of the *Hamilton Street Railway* of Ontario, written by Stuart I. Westland, appeared in the May 1971 issue of *Newsletter*, monthly publication of the Upper Canada Railway Society, Box 122, Terminal A, Toronto 116, Ontario. There are many interesting photos and data from the 1940's to the end (in 1951) of this not-too-publicized line. Copies cost 50¢ each.

***Interurbans Special* number 54 departs from the tradition of publishing stories of rail lines over a quarter century and is entitled *Seattle Trolley Coaches*. Writen by Harre Demoro (Interesting Railfan number 103), this 123-page book is 8½x11" with soft cover. Copies are $4. from Ira Swett (this month's Interesting Railfan), 8438 Mountain View Ave., South Gate, Calif. 90280. After a short item on the early days of trolleys on the Seattle Municipal Railway lines, there is a detailed story of how and why the conversion of the large Seattle system to trolley buses came about. The first test vehicle was operated in 1937, and by 1941, 307 new trolley coaches had replaced the entire railway system. During World War II, they carried crowds by night and day; occasionally, every one of the 307 trolley coaches was in service at the same time! Today the policy of Seattle Transit has changed; its fleet of trolley coaches is rapidly being replaced by diesel buses. Whether or not this is a wise choice may soon be seen. There are many photos of the various types of Seattle trolley buses, even one or two of the older streetcars, and a map and roster.**

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

SCL's red, white and blue U-36B, christened the *Spirit of '76*, will visit many American cities in its freight duties.
Jim Singleton Jr., 5617 6th Court S., Birmingham, Ala. 35212

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

SEABOARD COAST LINE fans should keep a watchful eye out for new General Electric U-36B No. 1776, which has been painted red, white and blue, with the flag and Great Seal of the United States on its sides. No. 1776 also has spotlights along the walkways for night viewing. The loco was especially done up for July 4th, when it appeared in an extravaganza in Washington, D.C., that included President Nixon. The paint scheme will remain.

In case you're wondering how the roster was affected, No. 1776 was to have been No. 1803, but took the patriotic number away from older No. 1776, which was then renumbered 1813. L. P. Cummings of Lancaster, Pa., found an article in the Philadelphia *Evening Bulletin* for July 13th, dateline Richmond, Va., which told of the dedication of No. 1776 there on August 8th. The railroad said the loco will be used in "transcontinental freight service," which, of course, is possible with today's freight pools. SCL has a pool operating out of Jacksonville, Fla., in connection with SP to Los Angeles. No. 1776 is part of an order for 10 new U-36B's which are equipped to operate with the new "mates". Incidentally, remember the *Freedom Train* of 1947-'48 with the big Alco red, white and blue PA up front, also numbered 1776?

Western Maryland has indeed leased its four FA-2's to Reading, which has found itself short of power lately. The last WM FA-2 left Hagerstown for Rutherford on the morning of June 6th. Take good care of them, Reading!

The first example of the Amtrak paint scheme has been seen on Penn Central E8A No. 4316, pulling the *Broadway Limited*. Loco is still black, with the red, white and blue Amtrak arrow herald on the side and nose. Looks a lot better than the white PC logo.

L. S. Panzik, Box 279, Bagdad, Fla., reports that a private firm under contract to the Louisville & Nashville is cutting down old Alco RS-3's and turning them into "slugs" (or "mates"). These are simply weighted traction motors that use electricity from a parent unit. Mr. Panzik says that the work is being done in the old Western Railway of Alabama roundhouse in Montgomery. L&N plans to use these on the road. I spotted two brand-new ones, Nos. 2054-55, in DeCoursey, Ky., recently.

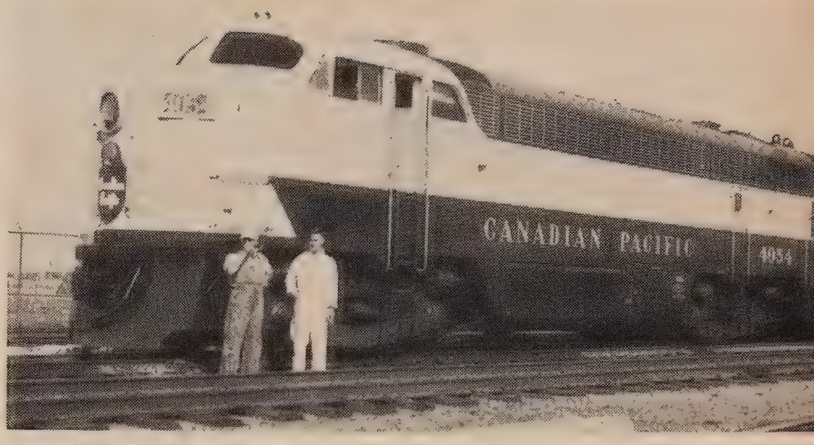
Williamsport, Pa., seems a very unlikely spot to see off-line power, but Randy Rook who lives there at 2410 Dove St., has seen diesels from Burlington (GP-40 No. 14, one of the EMD "loaners"), Bangor & Aroostook, ex-New Haven Trainmasters, Cotton Belt and Southern Pacific Geeps, plus dead-in-train units from the Florida East Coast and Wellsville, Addison & Galeton. But I consider ex-NH FL-9 5045 the greatest find; it was painted yellow and blue, and lettered for PC and the Metropolitan Transportation Authority (of N.Y., naturally). It was on the ready track in Williamsport last month.

This month we look at F-M's freight and passenger cab units, universally known as "C-Liners." These were produced in the F-M plant at Beloit, Wisc., and at Canadian Locomotive Company (CLC) at Kingston, Ontario. One hundred and sixty-five units (including B-units) were built in six models:

(1) CFA/B-16-4, a 1,600 hp. freight unit on two four-wheel trucks with a modified chisel-nose, clean lines,

A Pennsy "C-Liner," model CFA-16-4. This was a 1,600-horsepower freight unit.
Jim Edmonston collection

No. 6701, a CPA-16-5 in old paint scheme. Loco is now retired.



New CPA-16-4 at Kingston, Ont., in 1952; now scrapped

Both photos from Jim Edmonston collection

and full-length grilles. CFA/B-16-4 was the most numerous model built, totaling 90, with production about equal between Beloit and Kingston. All U.S. engines have been scrapped, but some of Kingston's production still exists on Canadian Pacific, and at last report, (Sept. '70), Canadian National's No. 9300 and 9302 were still operating.

(2) CFA/B-20-4, which numbered only 15 units, was indistinguishable from the 1,600 hp. version, although it was rated at 2,000 hp. New York Central's 5006-5017 were the only A-units; 5102-5104 were the B's. The A-units were all re-engined by EMD in 1955-'56, but all are gone now, as are the B's.

(3) CPA/B-16-4 is a Canada-only model, built by CLC in Kingston. Ten A's and 8 B's were built and used only on Canadian Pacific. At last count almost all of these were still in service, with the exception of A's 4054 and 4056, and B's 4450 and 4451. This was a passenger-equipped version of the CFA-16-4.

(4) CPA/B-16-5 was the stock F-M passenger C-Liner, distinguished from the freight version by the unique B-A1A wheel arrangement. In other words, these engines had a four-wheel front truck and a six-wheel rear truck, hence five axles. This 1,600 hp. model was produced only by CLC for Canadian National which took six A's and six B's. One A, 6704, and one B, 6800, remained on CN's roster as of Sept., 1970.

(5) CPA 20-5 was again a virtual duplicate of the 1,600 hp. version, except for having a 2,000 hp. rating. Only eight were built, Long Island R.R. Nos. 2001-2008, all of which were scrapped in 1964. No B units were produced.

(6) CPA 24-5, the 2,400 hp. version, was the most popular passenger C-Liner, and all were built for U.S. roads. Beloit produced 22 of them in 1951-'52 for three Eastern roads: LIRR 2401-2404, New York Central 4500-4507, and New Haven 790-799. NH Nos. 790 and 791 were F-M's demos, 4801-4802. All are now scrapped.

Thus we see that F-M had limited success with a rather complete line of cab units—a belated but aggressive bid for a piece of the market so dominated by EMD, Alco, and Baldwin. I've watched C-Liners perform on NYC and Pennsy, and the major complaint seemed to be faulty electrical systems. A shopman at PRR's Columbus, Ohio, facility told me that all of the wiring "just lays down in the engine bed," where it naturally became fouled with water, grease and grime. In Pittsburgh, Pa., in 1955-'56, PRR was using C-Liners on the West End, and they made a grand sight. Now, only CP and CN operate them, with CN's fleet dwindling fast.

Warren B. Crater, a retired Jersey Central engineer who lives at 270 West Colfax Ave., Roselle Park, N.J., corrects my misplacement of the Wharton & Northern subsidiary of the CNJ. The W&N is a separate line in the hills of Morris County, N.J., which was taken over by the CNJ in 1930 and operated as a branch of the Central Division. The line on the coast is the New York & Long Branch. Warren says that although CNJ's Baldwin double-headers were lettered and owned by W&N, they never ran on that line. He ran them on the main line to Allentown and on the NY&LB to Bay Head Junction. They also got into Philadelphia and on the Reading's Bethlehem Branch.

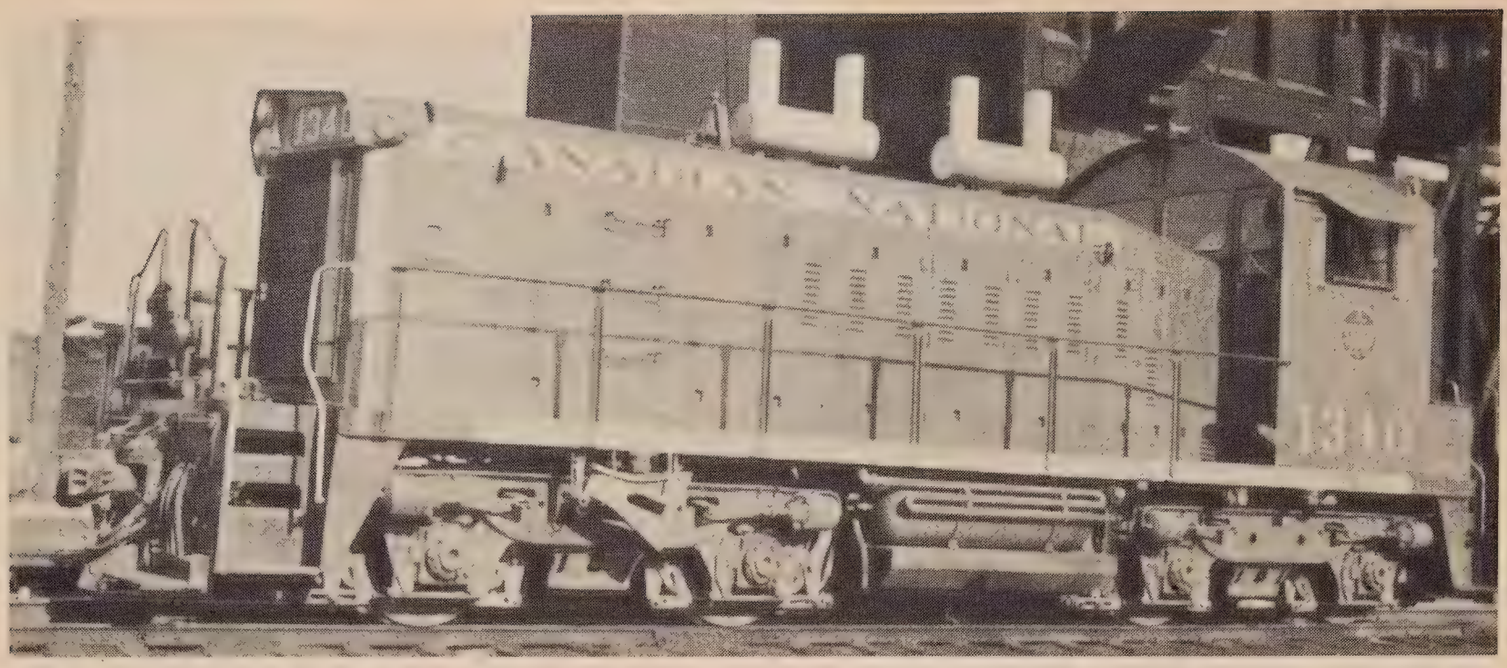
William F. "Casey" Jones, a railroader since the early 1920's, has retired as engineer at the U.S. Army's Anniston (Alabama) Army Depot. A recent photo in the *Anniston Star,* shows "Casey" in the time-honored pose, leaning out of the cab of U.S. Army No. 1848, an F-M 1,200 hp. switcher, model H-12-44. "Casey", who lives at 1023 West 32nd St., Blue Mountain, Ala., had been an engineer at the Depot for 28 years.

Delaware & Hudson PA's in the news again: Larry De Young, 2262 N. High St., Apt. K, Columbus, Ohio, says that two units came into Erie Lackawanna's shop complex in Marion, Ohio, on July 12th. They were run in on the *West Coast Expediter,* a hot freight, in the company of two EL E-8's. Larry says they are to get steam generators out of E-8's at Marion which would tend to indicate that possibly D&H's Montreal-Albany service will be reinstated by Amtrak, and the PA's might go back to work on it. Larry disagrees with me that PA's aren't suited for freight; he points out the success EL had with them. The Marion crews liked their power, and I'm sure EL liked the extra-capacity fuel tanks. Larry says that Erie used some of its PA's strictly for freight as early as 1954. Speaking of Marion, it is a fine spot to watch trains. EL, PC, C&O, and N&W all cross each other right in front of the station.

Contrary to what you might have heard, there are good scale drawings of locomotives available for the asking. Mickey Schmidt, 10555 Strathmore Dr., Los Angeles, Calif., says he has had good results with letters to EMD, GE, and the Union Pacific. He also says that William Cox, the regional public relations man for Santa Fe in Los Angeles, has many fine diesel photos that ATSF will sell for $1.00 each. Contact Mr. Cox in L.A. or try your regional ATSF sales office.

Finally, Norman Perrin of Baltimore wants to know if there are any more double-faced dwarf signals in use. He found one in the PC's Bayview Yards in Baltimore. Anybody a signal expert?

Send diesel news to my home, 792 Farnham Court, Cincinnati, Ohio 45240.



This Canadian National SW1200 was built by General Motors Diesel, Ltd., in 1959, one of 20 units making up class GR-12u.
Peter Cox, 2936 W. 28th Ave., Vancouver 8, B.C., Canada

Canadian National Railways

Locomotive Roster Compiled by Sy Reich

Railroad Class	Road Numbers	Owner	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Booster	B-1—B-12	CN	——	CNR	——	B-B	36,000	247,000	1964-5	1
Booster	B-13—B-15	CN	——	CNR	——	B-B	36,000	247,000	1966	1
ER-4a	1-2	CN	380	GE	44-ton	B-B	13,000	91,000	1947	2
ER-4b	3-5	CN	400	GE	44-ton	B-B	17,000	88,000	1956	3
ER-4c	6	CN	380	GE	44-ton	B-B	17,000	92,000	1942	4
ER-6a	26-43	CN	600	GE	70-ton	B-B	23,000	140,000	1950	5
LS-5a	73	GTW	500	Brill	——	B-B	18,000	163,000	1929	6
ES-5a	74	CN	500	GE	80-ton	B-B	20,000	161,000	1947	7
LS-4a	77	CN	380	CLC-CWH	——	B-B	15,000	142,000	1929	8
GS-6a	78-79	GTW	600	GM-EMC	SW	B-B	22,000	201,000	1938	9
Booster	300-311	CN	——	CNR	——	B-B	36,000	247,000	1964-5	1
Booster	312-314	CN	——	CNR	——	B-B	36,000	247,000	1966	1
LS-3a	500	CN	250	Oshawa Ry.	——	B-B	4,000	90,000	1947	10
ES-4a	775-777	NFLD	380	GE	48-ton	B-B	13,000	97,000	1948	11
GR-9b	800-805	NFLD	875	GMD	G-8	A1A-A1A	17,000	166,000	1956	
GR-9a	850-854	CN	875	GMD	G-8	B-B	32,000	171,000	1954	12
GR-12a	900-902	NFLD	1200	GMD	NF-110	C-C	40,000	221,000	1952	
GR-12b	903-908	NFLD	1200	GMD	NF-110	C-C	40,000	222,000	1953	
GR-12g	909-934	NFLD	1200	GMD	NF-210	C-C	40,000	226,000	1956	96
GR-12p	935-937	NFLD	1200	GMD	NF-210	C-C	40,000	227,000	1958	
GR-12x	938-946	NFLD	1200	GMD	NF-210	C-C	40,000	227,000	1960	
GR-12zb	991	CN	1310	GMD	G12	B-B	28,000	162,000	1955	74
GR-12zb	992	CN	1310	GMD	G12	B-B	28,000	162,000	1957	74
GR-12m	1000-1028	CN	1200	GMD	GMD1	A1A-A1A	30,000	239,000	1958	
GR-12s	1029-1033	CN	1200	GMD	GMD1	A1A-A1A	30,000	238,000	1959	
GR-12t	1034-1049	CN	1200	GMD	GMD1	A1A-A1A	30,000	239,000	1959	111
GR-12w	1050-1067	CN	1200	GMD	GMD1	A1A-A1A	30,000	240,000	1959	
GR-12z	1068-1077	CN	1200	GMD	GMD1	A1A-A1A	30,000	238,000	1960	13
GR-9a	1100-1104	CN	875	GMD	G8	B-B	32,000	171,000	1954	12
GR-12c	1200-1203	GTW	1200	GM-EMD	SW1200	B-B	40,000	248,000	1955	17
GR-12d	1204-1221	CN	1200	GMD	SW1200	B-B	40,000	225,000	1956	14
GR-12e	1222-1226	CN	1200	GMD	SW1200	B-B	40,000	246,000	1955-6	18
GR-12f	1227-1247	CN	1200	GMD	SW1200	B-B	40,000	225,000	1956	15
GR-12h	1248-1268	CN	1200	GMD	SW1200	B-B	40,000	226,000	1956-7	
GR-12j	1269-1270	CV	1200	GM-EMD	SW1200	B-B	40,000	247,000	1957	19
GR-12k	1271-1288	CN	1200	GMD	SW1200	B-B	40,000	226,000	1957	16
GR-12l	1289-1304	CN	1200	GMD	SW1200	B-B	40,000	225,000	1958	
GR-12r	1305-1337	CN	1200	GMD	SW1200	B-B	40,000	223,000	1958	
GR-12u	1338-1357	CN	1200	GMD	SW1200	B-B	40,000	223,000	1959	
GR-12y	1358-1397	CN	1200	GMD	SW1200	B-B	40,000	222,000	1960	
ER-4a	1500-1501 (1st)	CN	380	GE	44-ton	B-B	13,000	91,000	1947	2
ER-4b	1502-1504 (1st)	CN	400	GE	44-ton	B-B	17,000	88,000	1956	3
GR-12c	1505-1508 (1st)	GTW	1200	GM-EMD	SW1200	B-B	40,000	248,000	1955	17
ER-6a	1526-1543	CN	600	GE	70-ton	B-B	23,000	140,000	1950	5
MR-10a	1544-1548	CN	1000	MLW	RS-13	A1A-A1A	30,000	238,000	1955	21
MR-10b	1549-1552	CN	1000	MLW	RS-13	A1A-A1A	30,000	238,000	1955	21
MR-10b	1553-1554	CN	1000	MLW	RS-13	A1A-A1A	30,000	238,000	1956	21
GR-9a	1570-1574	CN	875	GMD	G8	B-B	32,000	171,000	1954	12
GR-12d	1575-1592	CN	1200	GMD	SW1200	B-B	40,000	225,000	1956	14
GR-12e	1593-1597	CN	1200	GMD	SW1200	B-B	40,000	246,000	1955-6	18
GR-12c	1500-1503 (2nd)	GTW	1200	GM-EMD	SW1200	B-B	40,000	248,000	1955	17
GR-12e	1504-1508 (2nd)	CN	1200	GMD	SW1200	B-B	40,000	246,000	1955-6	18
GR-12j	1509-1510	CV	1200	GM-EMD	SW1200	B-B	40,000	247,000	1957	19
GR-12za	1511-1519	GTW	1200	GM-EMD	SW1200	B-B	40,000	247,000	1960	79
CR-12a	1600-1614	CN	1200	CLC	H12-64	A1A-A1A	30,000	232,000	1951-2	20
CRG-12b	1615-1617	CN	1200	CLC	H12-64	A1A-A1A	30,000	232,000	1951	20
CR-12c	1618-1621	CN	1200	CLC	H12-64	A1A-A1A	30,000	235,000	1952	20
CR-12d	1622-1629	CN	1200	CLC	H12-64	A1A-A1A	30,000	232,000	1953	20
CR-12e	1630-1639	CN	1200	CLC	H12-44	B-B	34,000	223,000	1955	73
CR-12f	1640-1659	CN	1200	CLC	H12-44	B-B	36,000	222,000	1956	98
GR-15a	1700-1719 (1st)	CN	1500	GMD	GP7	B-B	44,000	246,000	1953	45
GR-15a	1720-1723 (1st)	CN	1500	GMD	GP7	B-B	44,000	239,000	1953	45

GR-17a	1724-1734 (1st), 1735-1750	CN	1750	GMD	GP9	B-B	44,000	248,000	1955	38
GR-17b	1751-1765	GTW	1750	GM-EMD	GP9	B-B	44,000	246,000	1954	38
GRG-17c	1766-1767	GTW	1750	GM-EMD	GP9	B-B	36,000	254,000	1954	47
GR-17d	1768-1776	CV	1750	GM-EMD	GP9	B-B	44,000	247,000	1956	39
MR-10a	1700-1704 (2nd)	CN	1000	MLW	RS-13	A1A-A1A	30,000	238,000	1955	21
MR-10b	1705-1708 (2nd)	CN	1000	MLW	RS-13	A1A-A1A	30,000	238,000	1955-6	21
MR-10b	1709-1710 (2nd)	CN	1000	MLW	RS-13	A1A-A1A	30,000	238,000	1955-6	21
MR-10c	1711-1729 (2nd)	CN	1000	MLW	RS-13	A1A-A1A	30,000	240,000	1956-7	78
MR-10d	1730-1734 (2nd)	CN	1000	MLW	RS-13	A1A-A1A	30,000	241,000	1957	
MR-16a	1800-1803 (1st), 1804	CN	1600	MCGE	RS-3	B-B	47,000	249,000	1953	25
MR-16a	1805-1817	CN	1600	MCGE	RS-3	B-B	47,000	249,000	1953	25
MR-16b	1818-1840	CN	1600	MLW	RS-3	B-B	47,000	246,000	1954	26
CR-16a	1841-1858	CN	1600	CLC	H16-44	B-B	47,000	246,000	1955	23
MRG-16c	1859-1860	CV	1600	Alco	RS-3	B-B	47,000	249,000	1954	33
MR-16d	1861-1862	GT	1600	Alco	RS-3	B-B	47,000	246,000	1954	27
MR-16e	1863-1864	CN	1600	MLW	RS-10	B-B	44,000	228,000	1955	30
MR-16e	1865-1869	CN	1600	MLW	RS-10	B-B	44,000	228,000	1955	30
MR-16f	1870-1874	CN	1600	MLW	RS-10	B-B	44,000	229,000	1955	30
MR-16f	1875-1877	CN	1600	MLW	RS-10	B-B	44,000	229,000	1955	30
MR-16g	1878-1880	CN	1600	MLW	RS-10	B-B	47,000	245,000	1955	28
MR-16h	1881-1885	CN	1600	MLW	RS-10	B-B	47,000	244,000	1955	28
MR-14a	1800-1803 (2nd)	CN	1400	MLW	RS-24	A1A-A1A	30,000	238,000	1959	112
GRG-12n	1900	CN	1200	GMD	GMD1	B-B	40,000	246,000	1958	22
GRG-12n	1901-1917	CN	1200	GMD	GMD1	B-B	30,000	246,000	1958-9	22
MRG-10e	1950-1951	GTW	1000	Alco Pr.	RS-1	B-B	34,000	247,000	1957	
GR-17f	2000-2024 (1st)	CN	1750	GMD	GP9	B-B	44,000	248,000	1955-6	40
GR-17f	2025-2043 (1st), 2044	CN	1750	GMD	GP9	B-B	44,000	248,000	1955-6	40
MF-30a	2000-2001 (2nd)	CN	3000	MLW	DL-630M	C-C	73,000	386,000	1967	
MF-30b	2002-2043 (2nd)	CN	3000	MLW	DL-630M	C-C	74,000	388,000	1967-8	
CR-16a	2200-2217	CN	1600	CLC	H16-44	B-B	47,000	246,000	1955	23
CRG-24a	2900	CN	2400	CLC	H24-66	C-C	72,000	376,000	1955	24
CRG-24a	3000 (1st)	CN	2400	CLC	H24-66	C-C	72,000	376,000	1955	24
MR-16a	3000 (2nd), 3001-3004	CN	1600	MCGE	RS-3	B-B	47,000	249,000	1953	25
MR-16a	3005-3017	CN	1600	MCGE	RS-3	B-B	47,000	249,000	1953	25
MR-16b	3018-3040	CN	1600	MLW	RS-3	B-B	47,000	246,000	1954	26
MR-16d	3041-3042	CN	1600	Alco	RS-3	B-B	47,000	246,000	1954	27
MR-16e	3043-3044	CN	1600	MLW	RS-10	B-B	44,000	228,000	1955	30
MR-16e	3045-3049	CN	1600	MLW	RS-10	B-B	44,000	228,000	1955	30
MR-16f	3050-3054	CN	1600	MLW	RS-10	B-B	44,000	229,000	1955	30
MR-16f	3055-3057	CN	1600	MLW	RS-10	B-B	44,000	229,000	1955	30
MR-16g	3058-3060	CN	1600	MLW	RS-10	B-B	47,000	245,000	1955	28
MR-16h	3061-3065	CN	1600	MLW	RS-10	B-B	47,000	244,000	1955	28
MR-16j	3066-3073	CN	1600	MLW	RS-10	B-B	44,000	228,000	1956	31
MR-16k	3074-3075	CN	1600	MLW	RS-10	B-B	47,000	244,000	1956-7	88
MR-16k	3076-3093	CN	1600	MLW	RS-10	B-B	47,000	244,000	1956-7	88
MR-18e	3100-3116	CN	1800	MLW	RS-18	B-B	43,000	229,000	1959	
MR-18e	3117-3129	CN	1800	MLW	RS-18	B-B	43,000	229,000	1959	
MRE-18g	3150-3155	CN	1800	MLW	RS-18	B-B	38,000	255,000	1960	87
MR-24a	3200-3201	CN	2400	MLW	DL-640A	B-B	47,000	260,000	1964	
MR-24b	3202-3205	CN	2400	MLW	DL-640A	B-B	47,000	260,000	1966	97
MR-24b	3206-3221	CN	2400	MLW	DL-640A	B-B	47,000	260,000	1966	101
MR-24c	3222-3240	CN	2400	MLW	DL-640A	B-B	47,000	260,000	1967	107
MR-18a	3600-3608	DW&P	1800	Alco Pr.	RS-11	B-B	44,000	227,000	1956	80
MR-18a	3609-3614	DW&P	1800	Alco Pr.	RS-11	B-B	44,000	227,000	1956	80
MR-18b	3615-3616	CN	1800	MLW	RS-18	B-B	47,000	246,000	1957	108

(Roster will be continued next month)

This roster is based on data from CN, chief of motive power and car equipment; St. Lawrence Iron & Metal; Precision National, Locomotive Div.; Frederick Libbey; Steel Company of Canada's superintendent of general services; Big Rock Stone & Material, general manager; Bowaters Mersey Paper, purchasing agent; GE mgr. loco. pricing & remfg. operation; Chicago, Rock Island & Pacific; chief mechanical officer; Fraser Co., mgr.-rates and research; Columbia Cellulose, distribution mgr.; Industrial, maintenance co-ordinator; Vancouver Wharves, maintenance supt.; Metropolitan Corp. of Greater Winnipeg, engineer of water supply; Northern Alberta Ry., master mechanic; Thurso Pulp & Paper, mgr.; Domtar Pulp, mgr. of eng. & services; MLW-Industries, mgr., domestic sales & remanufacturing services; International Nickel Co., purchasing agent; Thorburn Mining, mgr.; Dravo, industrial & public relations mgr. Roster is accurate as of Jan. 1, 1971.

Abbreviations used: CN, Canadian National; GTW, Grand Trunk Western; NFLD, Newfoundland area; CV, Central Vermont; GT, Grank Trunk; DW&P, Duluth, Winnipeg & Pacific; CNR, Canadian National Railways; GE, General Electric Co.; CLC-CWH, Canadian Locomotive Co.-Canadian Westinghouse; GM-EMC, General Motors-Electric Motive Corp.; GMD, General Motors Diesel Ltd.; GM-EMD, General Motors-Electro Motive Div.; MLW, Montreal Locomotive Works; CLC, Canadian Locomotive Co.; MCGE, Monteal Locomotive Works-Canadian General Electric; Alco, American Locomotive Co.; Alco Pr., Alco Products; CN-CIR-CGE, Canadian National Ry.-Canadian Ingersoll Rand-Canadian General Electric; Alco-GE, American Locomotive Co.-General Electric Co.; CLC-BW, Canadian Locomotive Co.-Wm. Beardmore; HP, horsepower: Wheel Arngt., wheel arrangement. Tractive effort and weight are given in pounds.

(1) B-1 through B-15 were rebuilt from 8477 (6/3/64), 8452 (6/30/64), 8462 (12/2/64), 8465 (7/22/64), 8487 (1/9/65), 8491 (1/14/65), 8488 (1/29/65), 8489 (12/2/64), 8479 (12/15/64), 8495 (1/26/65), 8466 (2/19/65), 8494 (3/18/65), 8464 (5/3/66), 8450 (9/23/66), 8451 (12/12/66). B-1 through B-15 were renumbered 300-314.

(2) 1-2 were originally 7751-7752, then 7550-7551 (1951), then 1500-1501 (1st) (1954), but these numbers were never applied; then 1-2 (1956). No. 1 was retired (2/15/66) and sold to City of Winnipeg Waterwork Dept., renumbered 103 (12/66). No. 2 was sold to Bowaters Mersey Pulp Co., renumbered M563 (4/22/65).

(3) 3-5 were supposed to be numbered 1502-1504 (1st), but were renumbered before delivery. 3 was sold to International Mineral & Chemical Corp. Canada Ltd. (5/24/62). 4 was sold to Steel Co. of Canada and renumbered 4 (5/11/67). 5 was sold to Steel Co. of Canada, renumbered 5 (7/69).

(4) 6 was originally Minneapolis & St. Louis D-842, then rebuilt by GE (1957), then CN 6. It was sold to Indusmin Ltd., renumbered 4-519-72-81 (4/14/70).

(5) 26-43 were originally 7802-7819 (2nd). 7818-7819 (2nd) were renumbered 7800-7801 (2nd) (1951). 7800-7817 (2nd) were renumbered 1526-1543 (1954), then 26-43 (1956). The following units were retired: 27 (4/29/69), 28 (4/22/65), 31 (12/31/67), 32 (11/28/69), 34 (9/16/69), 37 (6/15/64), 38 (9/29/69), 39 (10/68), 42 (12/31/67). The following units were sold to Thurso & Nation Valley: 26 (1/29/70); 29, 36 (4/14/70). 26 was scrapped for parts. 29, 36 were renumbered T&NV 11-12. 33 was sold to St. Lawrence Iron & Metal, renumbered 33 (10/28/69). 43 was sold to Dominion Steel & Coal Co. (5/30/62), then inherited by Arcadia Coal Co., then inherited by Thorburn Mining Ltd. all of them renumbered 43.

(6) 73 was originally Long Island Rail Road 402 (2nd), then CN 7730, then CN 73. Scrapped 6/8/60.

(7) 74 was originally National Harbor Boards (Vancouver) 1, then CN 74 (1953). It was retired 2/15/66 and sold to Vancouver Wharves, renumbered 25 (5/27/66).

(8) 77 was originally 7700, then 77 (1950). Retired (12/62) and donated to Canadian Railway Museum.

(9) 78-79 were originally 7800-7801 (1st), then 78-79 (1950). 78 scrapped 4/62. 79 scrapped 9/16/58.

(10) 500 was originally Oshawa Rys. 500, rebuilt at Stratford Shops. Retired 4/10/63 and donated to Gananoque, P.Q. (1966).

(11) 775-777 were originally Newfoundland Ry. 5000-5002, then CN 775-777 (1950). Were sold to Frederick Libbey & Assoc. (11/68), then sold to Northern Ry. of Costa Rica.

(12) 850-854 were originally 7670-7674, then 1570-1574 (1954), then 1100-1104 (1956), then 850-854 (1957). 851 sold to International Nickel of Canada and renumbered 208-1 (6/21/63). 852 sold to Columbia Cellulose, renumbered 1134 (6/7/68).

(13) 1072, 1077 sold to Northern Alberta Ry., renumbered 311-312 (1/2/62).

(14) 1204-1221 were originally 1575-1592, then 1204-1221 (1956).

(15) 1227-1228 were originally 2300-2301, then 1227-1228; 1229-1247 were originally to be 2302-2320, but were renumbered before delivery.

(16) 1278 scrapped 12/1/59. 1281 retired 9/30/70.

(17) 1500-1503 (2nd), were originally GTW 1505-1508 (1st), then GTW 1200-1203 (1956), then GTW 1500-1503 (2nd) (1957). GTW 1500, 1502 (2nd) were then renumbered CV 1500, 1502 (1963); then GTW 1500, 1502 (2nd) (1968).

(18) 1504-1508 (2nd) were originally 1593-1597, then 1222-1226 (1956), then 1504-1508 (2nd) (1957).

(19) 1509-1510 were originally 1269-1270, then 1509-1510 (1958). These units were originally assigned to GTW.

(20) 1600-1629 were originally 7600-7611 (2nd), 7612-7629; then 1600-1629 (1954). The following units were retired: 1621 11/11/57); 1610 (7/4/66); 1626, 1633, 1639 (8/1/66); 1611-1612, 1618, 1638 (1/10/67); 1609, 1616 (3/3/67); 1602 (8/7/67); 1607, 1623 (9/13/67); 1605, 1629 (11/30/67); 1615 (12/19/67); 1628 (12/31/67); 1600-1601, 1603-1604, 1606, 1608, 1613-1614, 1617, 1619-1620, 1622, 1624-1625, 1627 (12/68).

(21) 1700-1710 (2nd) were originally 1544-1554, then 1700-1710 (2nd) (1956).

(22) 1901-1917 were originally to form class GRG-12q numbers 1910-1926. 1904-1911 have been reclassed GR-12n.

(23) 2200-2217 were originally 1841-1858, then 2200-2217 (1956). The following units were retired: 2208 (10/2/59); 2207, 2209, 2211, 2216 (2/15/66); 2213 (5/2/66). 2201, 2210 (8/9/66); 2200, 2205, 2212 (1/16/67); 2202, 2204, 2206, 2214-2215, 2217 (4/14/67); 2203 (8/10/67).

(24) 2900 was originally 3000 (1st), then 2900 (1956). It was retired 2/15/66.

(25) 3000 (2nd), 3001-3017 were originally 7830-7847; then 1800-1803 (1st) and 1804-1817 (1954); then 3000 (2nd), 3001-3017 (1956). The following units were retired: 3014 (4/30/60); 3003 (3/28/66); 3002, 3007 (8/9/66); 3001 (11/18/60), 3006 (1/10/67); 3012 (9/12/67); 3000 (2nd) (5/68), 3004 (12/68); 3011 (4/68); 3013 (2/68); 3015 (12/68); 3016 (12/68); 3017 (11/68); 3009 (2/24/69); 3005 (6/30/69); 3010 (7/10/69); 3008 (10/28/69).

(26) 3018-3040 were originally 1818-1840, then 3018-3040 (1956). The following units were retired: 3027, 3028, 3030, (4/30/60); 3029 (3/15/66); 3036 (11/25/66); 3037 (1/25/67); 3032, 3035 (4/14/67); 3023, 3031 (8/7/67); 3019, 3020, 3033-3034 (11/30/67); 3026 (12/31/67); 3018 (4/68); 3021 (3/68); 3038, 3040 (11/68); 3024 (2/13/69); 3039

The *Caribou*, led by two NF-210's, waits at Northern, a lonely siding in central Newfoundland, on October 8th, 1968.
Photograph by G. Pollock

(2/24/69); 3025 (11/28/69); 3022 (8/22/69).
(27) 3041-3042 were originally 1861-1862, then 3041-3042 (1956). These units were formerly assigned to GT and carried on CV roster. 3041 retired 12/31/67. 3042 retired 10/28/69.
(28) 3058-3060 were originally 1878-1885, then 3058-3065 (1956). The following units were retired: 3060 (2/10/66); 3058 (5/2/66); 3063 (8/7/67); 3061 (7/68); 3062 (2/68); 3064 (8/68); 3065 (10/28/69); 3059 (1/22/70).
(29) 3725 was scrapped 6/15/64.
(30) 3800-3814 were originally 1863-1877, then 3043-3057 (1956), then 3800-3814 (1957). The following units were retired: 3807 (2/10/66); 3806 (4/20/67); 3809 (8/7/67); 3805 (9/12/67); 3802 (12/68); 3803 (4/68); 3808 (6/68); 3810 (3/68); 3813 (5/68); 3801 (4/29/69); 3811 (1/31/69); 3804 (6/16/69); 3814 (6/30/69); 3800 (12/22/69); 3812 (3/23/70).
(31) 3815-3822 were originally 3066-3073, then 3815-3822 (1957). The following units were retired: 3819, 3822 (4/20/67); 3815 (12/68); 3818 (8/68); 3821 (3/68); 3817 (6/16/69); 3816 (8/22/69). 3820 sold to United Ry. Supply (6/16/70) and scrapped.
(32) The following units were retired: 3889 (9/2/64); 3854, 3882 (12/31/67); 3851, 3863, 3874 (8/19/69); 3869 (7/68).
(33) 3900-3901 were originally 1859-1860, then 3900-3901 (1956). These units were formerly assigned to CV. 3901 retired 8/68.
(34) 3899 was originally MLW demonstrator 7007, then CN 3899, then Pacific Great Eastern 624, then Canadian Pacific 8921.
(35) 4139 was originally 4541, then 4139 (1959).
(36) 4206-4227 were originally 4588-4609, then 4206-4227 (1957).
(37) 4335 retired 10/2/59. 4286 retired 6/68.
(38) 4400-4441 were originally 1724-1734 (1st), 1735-1765; then 4400-4441 (1956).
(39) 4442-4450 were originally 1768-1776, then 4442-4450 (1956). These units are assigned to GT.
(40) 4451-4475 were originally 2000-2024 (1st), then 4451-4475 (1956). 4476-4495 were to be 2025-2043 (1st) and 2044, but were renumbered before delivery. 4481 retired 10/68.
(41) 4496-4501 were renumbered 4200-4205 (1957), then renumbered 4496-4501 when heavier trucks were reapplied.
(42) 4538 retired 10/30/57. 4531 retired 6/15/64.
(43) 4558-4559 formerly assigned to GT.
(44) 4564, 4583 retired 4/30/60. 4582 retired 9/2/64.
(45) 4800-4823 were originally 7555-7578; then 1700-1723 (1st) (1954); then 4350-4353 (1st), 4354-4373 (1956); then 4800-4823 (1957). The following units were retired: 4815 (2/20/67); 4800, 4808 (6/23/67); 4810 (11/1/67); 4804, 4819 (7/68); 4807 (5/8/69); 4814 (11/28/69); 4805 (12/31/69); 4813 (2/16/70). 4806 was sold to Mandak Metal Processors (3/17/70).
(46) 9005 rebuilt to 4824 (1958).
(47) 4900-4901 were originally 1766-1767, then 4900-4901 (1956).
(48) 4902-4906 were originally 1777-1781, then 4902-4906 (1956). These units were assigned to GT; reclassed GR-17e.
(49) 4951 retired 11/11/63.
(50) 6517 retired 4/30/60. 6522 retired 11/1/67.
(51) 6608 retired 4/30/60.
(52) 6750-6755 were originally 6706-6711, then 6750-6755 (1956). 6751, 6755 were rebuilt, renumbered 6759, 6758 (1958). 6753 retired 3/11/69.
(53) 6850-6855 were originally 6806-6811, then 6850-6855 (1956). 6851, 6855 were rebuilt, renumbered 6859, 6858 (1958). 6850 retired 11/28/69. 6853 retired 9/30/70. 6854 sold to PGE (11/10/70), where it will be converted to locotrol slave car RCC 2.
(54) 7150-7183 were originally 8500-8522 (1st), 8523-8533; then 7150-7183 (1956).
(55) 7200-7224 were originally 8535-8559, then 7200-7224 (1956).
(56) 7225-7226 were originally assigned to CN, lettered GT.
(57) 7600-7608 (3rd) were originally 7253-7261, then 7600-7603 (3rd) (1961-2).
(58) 7900, 7902, 7905, 7907, 7910, 7912-7914 were assigned to CN. 7902 is assigned to DW&P, 7912 is assigned to CN. 7903 retired 6/46.
(59) 8026 retired 1/13/59.
(60) 8091-8111 were originally GTW 7915-7917, CV 7918-7919, GTW 7920-7935; then GTW 7915-7916, CV 7917-7919, GTW 7920-7935 (10/48); then GTW 8091-8092, CV 8093-8094, GTW 8095-8111 (4/1/57). CV 8093-8095 were transferred to GTW (1967, 1967, 1968).
(61) 8112-8121 were originally 7946-7955, then 8112-8121 (1956).
(62) 8122-8141 were originally 7975-7994, then 8122-8141 (1956). 8119-8121 were transferred to GTW. 8131 was retired 3/11/69.
(63) 8142-8162 were originally 7995-7999, 7600-7611 (1st), 8012-8015; then 7995-8015 (1950); then 8142-8162 (1956). The following units were retired: 8159 (3/11/69); 8155 (5/8/69); 8160 (11/8/69); 8145 (1/29/70); 8158 (6/25/70); 8146 (11/10/70).
(64) 8205 was formerly assigned to CN, lettered GT.
(65) 8461 was sold to Action Limestone Quarries 11/62. 8454 was sold to Manitoba Paper Co. 4/18/63. 8457 was sold to International Minerals & Chemical Corp. (Canada) Ltd. 4/2/65. 8485 was sold to Fraser Companies, renumbered 7 (5/31/65). 8460 retired 3/23/70.
(66) 7750 retired 5/49. This unit was to be rebuilt to 7802.
(67) 7803-7819 (1st) and 7820 were returned to their builder as unsuitable for service. 7818 later became Washington & Old Dominion 55, then Striegel Supply & Equipment 55, then George R. Silcott 55, then R.B. Hornberger 55, then Dravo Corp. 442.012. 7803-7817 (1st), 7819 (1st), 7820 later became CRI&P 1000-1016. CRI&P 1002 was sold to Big Rock Sand & Material Co., renumbered 1002. Scrapped (10/68). CRI&P 1016 was sold to Des Moines & Central Iowa, renumbered 1000 (10/3/55). The following CRI&P units were traded to GM-EMD for new power: 1000 (8/12/66); 1003 (1/10/67); 1006, 1010, 1012 (12/31/66). The following CRI&P units were traded to GE for new power, then sold to Precision Engineering, and scrapped: 1001 (6/24/69); 1004 (11/28/68); 1007 (12/26/68); 1009, 1011 (11/28/68). The following CRI&P units were sold to Precision Engineering, and scrapped: 1005, 1008, 1013-1015 (4/9/70). Of these, CRI&P 1006 was renumbered Great Southwest RR. 1006 while on lease to that company. CRI&P 1013 was assigned to Warren & Ouachita Valley but not renumbered or relettered.
(68) 9000-9001 retired 10/46.
(69) 9004 rebuilt 1954.
(70) Retired: 9048 (5/53); 9054 (12/54); 9050 (12/9/63); 9049 (5/53); 9051 (12/18/61); 9090 (4/30/60); 9058 (12/56); 9138 (12/56); 9068 (12/18/61); 9066 (2/2/67); 9124 (2/20/67); 9032, 9043 (10/17/67); 9062 (4/68); 9102 (11/68); 9108 (7/68); 9122 (4/68); 9036 (5/8/69); 9047 (4/29/69); 9112 (5/15/69); 9136 (4/29/69); 9029 (11/28/69); 9033 (12/31/69); 9078 (1/22/70); 9035 (2/16/70); 9019 (2/16/70); 9074 (3/17/70); 9080 (6/16/70); 9014, 9022-9023 (6/25/70); 9130 (7/21/70); 9037, 9126 (7/29/70); 9007, 9009, 9011 (8/6/70); 9044 (8/26/70); 9006, 9017, 9020 (9/9/70); 9104 (9/30/70); 9134 (10/27/70); 9038 (11/24/70).
(71) 9300-9344 were originally 8700-8744, then 9300-9344 (1956). The following units were retired: 9310 (10/2/59); 9312, 9330, 9332 9336 (12/9/63); 9324, 9326, 9340 (6/15/64); 9303-9304, 9308, 9318, 9320, 9322, 9342, 9344 (2/15/66); 9334 (8/9/66); 9301, 9305, 9328 (9/30/66); 9300, 9306, 9316, 9338 (1/16/67); 9302 (10/5/67); 9314 (11/17/67).
(72) Retired: 9454 (12/9/63); 9450 (1/25/67); 9446, 9448 (8/7/67); 9452 (10/5/67); 9440 (4/68); 9442 (11/68); 9444, 9456 (4/68); 9438 (7/10/69).
(73) Retired: 1631 (10/65); 1630 (4/14/67); 1637 (12/31/67); 1634-1636 (12/68).
(74) 991-992 were originally London & Port Stanley L4-L5, then CN 991-992.
(75) These units reclassed GR-17k.
(76) The following units were traded to MLW for 3206-3221: 3060, 3079, 3087, 3807 (2/10/66); 3029, 9403 (3/15/66); 3003 (3/28/66); 3058 (5/2/66); 9412, 9436 (5/6/66); 9422 (5/9/66); 9405, 9427 (5/25/66); 9401, 9424, 9430 (6/10/66).
(77) These units reclassed GR-17s.
(78) The following units have been converted to B-B wheel arrangement: 1716-1721, 1723, 1726, 1729 (2nd).
(79) 1511 was originally assigned to GTW, then to CV.
(80) 3609-3614 were originally DW&P 3609-3614, then CV 3609-3614 (1967), then DW&P 3609-3614 (1968).
(81) 4552-4557 were transferred to GTW.
(82) The following units were traded to MLW for DL-640A's: 3001, 9429 (11/18/66); 3036, 3075, 9417 (11/25/66); 3076 (12/9/66); 3080 (11/29/66).
(83) 7961 was sold to Domtar Pulp Ltd., renumbered 000-507 (11/14/66). 7963 retired 5/8/69.
(84) These units were originally classed GR-30c.
(85) 6509 renumbered 1967 for Confederation Train then back to 6509.
(86) These units were originally classed GR-30d. 5011 retired 6/13/69.
(87) 3850, 3883, 3856, 3860, 3884 and 3887 were converted to supply electric heating for Tempo trains, renumbered 3150-3155. 3151 and 3153 were reclassed MR-18g with new weight of 239,000 lbs.
(88) Retired: 3079, 3087 (2/10/66); 3075 (11/25/66); 3080 (11/29/66); 3076 (12/9/66); 3086 (9/12/67); 3074 (12/68); 3078 (8/68); 3081 (12/68); 3084 (11/68); 3085, 3088 (3/68); 3090 (4/68); 3092 (3/68); 3091 (3/11/69); 3089 (4/20/69); 3093 (9/29/69); 3077, 3083 (8/22/69); 3082 (9/29/69).
(89) Retired: 9403 (3/15/66); 9405 (5/25/66); 9401 (6/10/66); 9406 (6/22/67); 9400 (10/68); 9402, 9404, 9407 (3/68).
(90) Retired: 9412 (5/2/66); 9422 (5/9/66); 9424 (6/10/66); 9420 (7/4/66); 9418 (9/7/66); 9410 (1/10/67); 9426 (4/14/67); 9408 (3/68); 9414 (4/68); 9416 (5/68).
(91) Retired: 9436 (5/6/66); 9430 (6/10/66); 9434 (12/31/67); 9432 (12/68); 9428 (6/16/69).
(92) 9427 retired 5/25/66.
(93) Retired: 9429 (11/18/66); 9433 (1/10/67); 9435 (11/30/67); 9431 (4/68); 9437 (3/11/69).
(94) Retired: 9417 (11/25/66); 9419 (9/12/67); 9415, 9425 (10/5/67); 9423 (12/7/67); 9411 (12/31/67); 9421 (1/31/69); 9413 (2/13/69); 9409 (10/28/69).
(95) 8845 and 9427 are not on roster; their disposition is unknown to us.
(96) 912, 920 retired 4/14/67.
(97) 3204 rebuilt 2/68.
(98) Retired: 1646 (8/22/67); 1643 (12/31/67); 1640-1642, 1644-1645, 1647-1649 (12/68).
(99) 8468-8469 were sold to Vancouver Wharves, renumbered 26-27 (6/29/70, 5/29/69). 8474 retired 5/8/69.
(100) was sold to Indusmin Ltd. (4/14/70).
(101) 3221 retired 11/1/67.
(102) 3694 retired 11/1/67. 3672 retired 10/68.
(103) 6538 retired 12/1/67.
(104) Retired: 6704 (12/31/67); 6700 (6/68); 6701, 6705 (5/68); 6702 (3/11/69); 6703 (5/23/69).
(105) 6766 retired 12/31/67.
(106) Retired: 6800 (12/31/67); 6801, 6804 (5/68); 6803 (10/68); 6802, 6805 (5/23/69); 6801 was sold to GMD 1/17/69.
(107) 3238 retired 6/68.
(108) 3641 retired 8/68.
(109) 4113 retired 7/68. 4116 retired 11/68.
(111) 4911 retired 10/68.
(112) 1802 (2nd) retired 8/19/69.
(113) 7802 (1st) was a projected rebuilt of 7750 and 7903, but rebuilding never took place.
(114) 9061 retired 9/16/69.
(115) 8498 retired 2/20/70.

BOOKS OF THE RAILS

by ALBERT HERSKOVITS

COLORADO RAIL ANNUAL NO. 9, by Stan Rhine, Michael B. Davis, Mallory Hope Ferrell, Gordon Chappell. Soft or hard cover, 126 pages, 8½x11", photos, plans, reproductions of menus. Colorado Railroad Museum; clothbound, $6.95; paper, $3.95.

Four large and extremely well-illustrated articles make up this ninth Annual of the Colorado RR. Museum, each one delineating an aspect of railroading in the Centennial State. The first article, by Professor Rhine, is a nostalgic history of the colorful narrow-gauge Rio Grande Southern, route of the Galloping Goose. This is followed by a thorough look at a little-known but very fine regional streamlined varnish, *The Prospector*, which ran from Denver, Colo., to Ogden, Utah, over the Denver & Rio Grande Western. The next article is a tribute to Fred Jukes, the boomer telegrapher turned railroad photographer; and finally, a story on the recently organized Cumbres & Toltec Scenic Railroad. Just about every photo in this Annual is sharp; layout is excellent and type easy to read. A fine book.

THE GILPIN GOLD TRAM, by Mallory Hope Ferrell, hard cover, 112 pages, 8x11", maps, photographs, index, Pruett Publishing Co., $8.95.

The Gilpin Tramway, organized in 1886, was unusual in that it was the only two-foot-gage road in Colorado, a state that, at the time, was known for its three-foot-gage lines. This book relates its ups and downs until the final abandonment. Cover by Howard Fogg.

BRADFORD, BORDELL AND KINZUA, by James C. Woods and Thomas W. Barber, soft cover, 140 pages, 8½x11", maps, drawings, rosters, published by the authors, J.C. Woods, RD 1, Limestone, N.Y. 14753, and T.W. Barber, 50 Bedford St., Bradford, Pa., $4.75.

Although this book primarily covers the narrow-gage BB&K which served the oil boom area of northwestern Pennsylvania, other small roads of the late 19th and early 20th centuries are included. There are many engine, passenger car, and wreck photos; also reproductions of timetables, passes, etc.

RIDING THE PENNSY TO RUIN, edited by Michael Gartner, soft cover, 90 pages, 5¼x8", Dow Jones Books, Princeton, N.J., $1.95.

A collection of articles printed in *The Wall Street Journal* between June 1970 and April 1971 covering the whys and wherefores of the bankruptcy story of the Penn Central (which newspaper reporters incorrectly insist on calling the Pennsy).

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The books are available only by mail. *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

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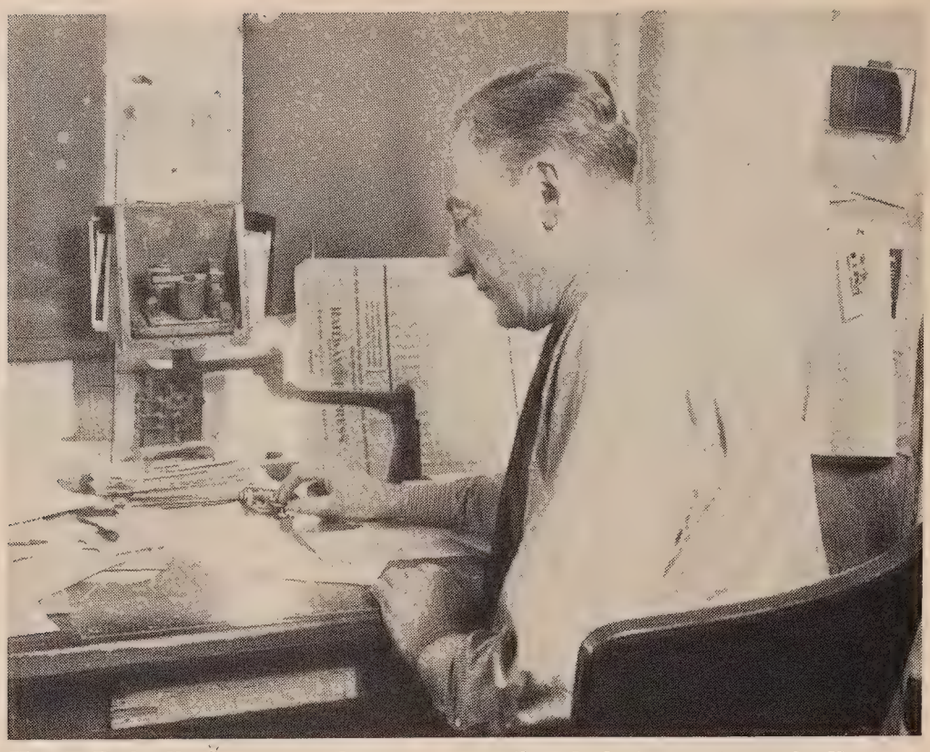
Smart Boomer

by Harry Bedwell



Harry Bedwell, to many, the greatest railroad fiction writer of all time, at his desk when he worked as a Southern Pacific telegrapher and agent. *Railroad Magazine* collection

EDDIE SAND, slightly battered, came into the chief dispatcher's office at Little Grande, moving like a cat in a strange back yard, on the prowl, cautiously belligerent. Passenger conductors on the west end of the Anaconda Short Line hadn't been obliging with free rides on the cushions, and freight skippers and their enginemen had threatened him with violence when asked for a lift in cab or caboose.

This lack of tact was a rare and humiliating experience to a young veteran of the iron highway on tour. A rambler was entitled to the courtesies of the rail when a crew was all hitched up and going his way. He had covertly ridden anyhow, but it hadn't been clean or comfortable. He was therefore resentful and punitive, and he had paused to retaliate.

Updike, the chief, looked at him once, a quick sardonic flick of shrewd eyes. There was considerable slim length to Eddie, and the glint of red in his hair might mean something. Updike placed him at once as a boomer telegraph operator, a restless breed of railroaders always going some place else.

Lately, the drifters hadn't strayed to the High Desert Division. The crews had discouraged that emphatically. They hadn't succeeded with this one, but his disheveled appearance showed that he'd come the hard way.

Updike considered craftily. He needed another operator of just the right sort, but it wasn't likely this boomer would do. The West End was at the time involved in too much grief to add to it an equivocal, benighted casual. Yet that long string bean might be the answer to his impious prayers. His nod invited Eddie to wait.

The low sun thrust bars of hard light into the long room. A dozen telegraph instruments chanted a frantic cadence. Preoccupied operators sprawled before typewriters, swiftly punching out messages with indolent indifference. The trick dispatcher brooded over his train sheet at his narrow table. Train- and enginemen of a freight crew wrangled morbidly over their report of a mishap on the run just completed. The yardmaster shambled in to verify the makeup of an impending hotshot.

Eddie Sand took a tattered book from his pocket and sat down on the bench by the railing. He started in reading with grim tranquillity.

Conover, the engineer of the freight crew, disengaged his stubborn mind from a deliberate study of their accident report, written by the conductor and contributed to by the glib observations of the other four, and scowled to himself.

"Seems we had only one mischance," he grumbled, "but this account sounds like there'd been a dozen." He breathed heavily. "I hope it sticks."

His baffled glance fell on Eddie and frosted. His large face puckered under the stress of vinegarish reflections. These produced an expression between an impending sneeze and a cordial distaste for something he'd eaten. He seized his conductor by the arm and pointed.

Inarticulate sounds became plaintive words. "Ain't that the brass pounder who caused us this grief?"

Conductor Allen stared, then scrutinized. "Yes," he said, and wheeled on his two brakemen. "Did you let that smart boomer ride with us, after all?" he demanded.

The two shacks denied it with hot indignation. "We left that guy at Felicity," the hind man declared. "I saw him when we pulled out."

"Yeh," stormed Allen, "but he couldn't have come in with anybody else and be here now."

"Listen, chief," Conover implored, "this is the tramp lightnin' slinger who caused our accident. We turned him down when he asked us for a ride. Then he sneaked aboard anyhow. But the joke was on him"—the hogger brightened—"because we set out the car he was ridin' in at Felicity, and when I saw him unload there I heaved coal at him. I left the engine drift while I was so engaged. Which is when it cornered the boxcar what hadn't cleared on the house track."

"What joke?" Updike inquired acidly.

The crews were dubious and resentful of smart boomers. The brittle and hard-bitten drifters knew train-operation rules and were obstinate about applying them. During a protracted period of disorganization, these mountain men had tossed the book away. Like spirited horses given a slack line, they'd run off with this outfit if not checked and disciplined. Now that a new set of officials rode the swivel chairs, they wanted no intruder on the line who might throw in with the brass hats.

Updike knew the answer. The men should have their ears bent forward. But not knocked down. You couldn't blast that organization without destroying it. These men were tough, but competent. There hadn't yet been any definite adjustments between them and Stewart, the new division superintendent sent from the East, but a decisive understanding was rapidly approaching. When it came it would be abrupt. Stewart was like dynamite. Updike, bushy and gray and wily, was trying to contrive a balance. He studied Eddie Sand covertly.

Conover muttered, "It's funny what rubble the chief allows to clutter up his office." He glared at the boomer.

The hogger bulged from his straining overalls, but Updike knew he was as hard as nails. Conover couldn't endure a day without eight meals and snacks. Usually he boiled with energy. But he was inclined to relax heavily after a bulk of victuals. From the way certain incidents had occurred out on the line, Updike suspected that the engineer napped in his cab while running. Authority had been badly shot.

Billy Lomax, the fireman, chanted, "Run him through the wringer and see what comes out."

Updike wasn't amused. Billy waggled with delight at anything these old railbenders did. Just a dumb kid come down out of the mountains to put on his first pair of shoes and work for the railroad.

The chief gave the studious boomer a cautious glance. Eddie was apparently absorbed in his book, oblivious of the ribbing. But the raucous tones were meant to be overheard, and he couldn't have missed the remarks. His lack of resentment was disappointing.

A BREATHLESS switchman thrust his head in at the doorway and his roving eye speared the yardmaster. "Hey," he sputtered, "what do we do with that car of hogs Seventy-six brought in?"

The yardmaster ruminated. "Hogs?"

A quiet, penetrating voice interrupted his cogitations. It slithered through the room above the chatter of the sounders.

"I'd say to switch 'em down to the yard office and have somebody take the hogs' brains out," the voice remarked. "That way they make good enginemen and fair conductors. Better than most."

It sounded ventriloquial, coming from the boomer's impassive lips. Eddie didn't raise his head from the book. Everybody stared about for the origin of the observation. Their vindictive eyes centered on Eddie. He read on placidly.

The silence thickened. A locomotive hooted derisively down in the yard.

Updike spun in his swivel chair. "Did you want to see me?" he asked abruptly.

Eddie marked his book with a burnt match. The tinge of red in his hair seemed charged with hostile voltage and the set of his head was slightly arrogant. You got that way when you'd mastered your craft.

"Need a good telegraph operator?" Eddie inquired briefly.

Durban, the trick dispatcher, snickered. Updike quelled him with a sharp look. Durban wasn't quite certain how he might come out of the impending shakeup. Meanwhile, he was trying to throw in with the crews.

Eddie lifted an eyebrow. "Does it sound funny to you when a good operator asks to go to work for this outfit?"

The trick man turned pink.

"I've got a job for you," said the chief, "if you're used to obeying rules and orders."

"That's what they're made for," Eddie said.

Updike flicked him another glance and slid a ten-dollar bill across the counter. "Till payday," he remarked.

Eddie's eyes became bleak. "I'll get by."

Conover moaned. "If he takes that ten-spot, chief," he protested, "he'll spend it on a bender, and you'll never see him again."

Eddie smiled at the hogger. "Mebbe not," he decided, and picked up the money.

That didn't create any fraternal feeling for Eddie on the West End. The division was immediately assured that he was a brass hats' man, and the crews were as subtle as a sledge in showing him that they thought so. They tried ways to break him down, but they found at once that he knew the book and was intolerant of operating frauds of any kind within his jurisdiction.

Conover encountered this first at Sulphur, where Updike sent Eddie Sand as relief night operator. The freight hogger was coming west that night on Extra 3814, and the boomer had an order giving him more time on Nine.

Just before reaching Sulphur, the engineer absorbed four thick sandwiches within a mile and an eighth, and was relaxing as he approached the station. When the headlight showed, Eddie got out on the platform with his lantern and copies of the order clipped to hoops, ready to hand them up to the engine and the caboose as they went by. His order board was red, and as the extra approached he swung his lantern in a highball, notice to the engineer that he had an order that would clear the board.

But Conover didn't reply to this sign nor check his speed. Eddie considered he was being hard-mouthed, just to show that he didn't have to go through the routine of signals the book prescribed. But the engineer should have eased up a little. It was slightly dangerous to stand close to a speeding engine and deliver an order on the fly.

WHEN the locomotive blasted down on him, Eddie stepped in and held up the order hoop with his lantern alongside to mark it. There was a sucking breath of hot oil and steam, and cinder dust whipped into his face. The engine slammed past. But no one snatched the hoop.

Eddie glimpsed Conover leaning on the arm rest at the window, his head bobbing on his chest, oblivious of the proffered hoop. The head end had missed the order!

Boomers get about, and he knew the answer to that one. He began to swing his lantern in a washout as the tail light on the caboose swam toward him.

A brakeman was on the rear step ready to snatch the order, but Eddie didn't offer it. The trainman yelled profanity as he whipped by. Then he darted up the steps and pulled the air on his engineer. The brakes went on with a *wham,* and the line of wheels sparked as the shoes grabbed.

The train stopped a half-mile out of town, then backed into the station to pick up the order. After conferring outside, Conover and Allen stormed into the office.

"Listen, smart boomer!" Conover yelled. "Don't you know enough to deliver the order to the caboose when we miss it on the head end?"

"It doesn't say so in my book," Eddie said softly. "Mebbe, when there's an attempt to grab it from the engine, and it's not an order full of dynamite. But when nobody even tries to get it from the cab, then something's haywire, and I pass."

"My dumb fireman didn't wake up that we was coming to the station," Conover raved, "and he wasn't out on the step to snare it. You want to get the kid in trouble?"

"If you'd whistle for the board," Eddie suggested, "and answer lantern signals, your fireman'd know where he was at."

Conover stamped back to his engine and hooted out of town. Eddie OS'd Extra 3814 to the dispatcher, in and out.

Durban shot back at him, "How come he had to stop there?"

"The head end missed the order, and he had to come back and get it," Eddie told him.

"I'll bet you were asleep and didn't get out in time to catch the head end," Durban made the sounder snap.

"You turn it any way you think you ought to," Eddie gave him cheerful permission.

Durban did report it as a possibility. And Conover raised his voice at headquarters and said more than he intended. In fact, he gave his own slant on the affair in question.

Neff, the new trainmaster, got a confused notion of the incident, and had them all into his office for questioning. Nobody was much concerned about fussy Neff. Engineer Conover could talk louder and more glibly than the trainmaster. Billy Lomax, the fireman, in confusion and juvenile loyalty, got the blame and ten brownies. Eddie answered only what he was asked and got twenty brownies and an ominous warning from Neff.

Updike, who had sat in as an observer, caught Eddie in the hall after it was over. "I guess Neff forgot to ask you; did Conover pass you any signals as he approached your station?" The chief made it an interrogation.

Eddie considered. "He didn't ask about that, did he?"

Updike eyed him sharply. "Durban turned you in as being asleep on duty."

"Yeh," said Eddie, "he told me he was going to."

Updike was slightly exasperated. He had a suspicion of what had actually occurred and he wanted the truth brought out. But he decided he'd better not crowd the boomer.

"You are through at Sulphur tomorrow, and then I'm sending you to Pyramid."

"Okay," said Eddie.

HE MIGHT have taken that as a rebuke and a punishment. Pyramid consisted of a station, a semaphore, and a passing track, overhung on the east by lonely Pyramid Peak and threatened by drifting sand dunes from the west. The remainder was a flat desert. Not a thing else, save when a train roared by. None of them stopped, except to take siding to let an opposing schedule pass. A one-man day job, with a call bell which the dispatcher could ring with selectors if he wanted the operator when off duty at night. You'd get to talking to yourself in time.

But Eddie could get along with himself. He read a good deal in the office at night, the telegraph instruments on the long table beside him babbling of the traffic on the high iron; and even as he read, the telegrapher's part of his mind absorbed from the chatter what was moving on the division.

That night, he knew Conover was coming west on a banana special, thirty refrigerator cars, a light hot shot that would be rambling fast. On the other side, Ninety-two was slogging up the grade, a doubleheader with a hundred loads. The helper engine would be cut off at Highpoint. It was mostly downhill from there and, with luck, one engine could handle her.

Then Conover ran some hot journal boxes, because he was wheeling them too fast, and he was badly delayed. Durban was raving at him and at all the other crews out on the division when Eddie blew out the lamp and went to bed.

At 10:50 the boomer was torn from sleep by the dispatcher ringing his call bell. That mad sound clamored through the dead quiet of the desert. Eddie fell out of bed and stumbled blindly through the kitchen into the office. He shut off the bell and lit the lamp and answered the wire.

Durban was in a tearing hurry. "Is the banana special in sight?" He made the sounder storm. Eddie gave a sleepy "No."

"Take an order for him," Durban snapped, and began to send it.

Eddie stopped him by opening the key. This was coming too fast when you've just been jarred out of sound sleep. You don't take chances while trains are rambling; the close ones have made you cautious.

"Wait a minute until I listen for him," he sent back.

Durban made the sounder yell. "I've got Ninety-two at Highpoint all set to go. You're holding him up.

But Eddie went out into the crisp starlight. There wasn't even a breeze, and the silence was so clear it tingled. The thin air bit through his pajamas like acid. A faint glow spilled over a shoulder of Pyramid Peak. The sibilant far whisper of an exhaust crawled along the mountainside. You got a feeling of unleashed, thundering power from that creeping purr. He went back to his key.

"Yeh," he sent, "he's coming."

Durban rushed into the order, but Eddie checked him again: "Wait until I get a light in my order board."

Durban boiled over. "You're holding up Ninety-two," he chattered. "You railroad like an old hen. You can put up your light after you repeat the order. He's not that near."

"It don't read like that in my book," Eddie answered him.

"Smart boomer!" Durban raved. "You'll tell the chief about this delay."

WHEN Conover was riding for line, you had to get all set for him. Eddie put up the semaphore and lit the light. He fired his lantern, got out a fusee and two track torpedoes, and laid them on the table. Then he told Durban to go ahead with the order.

The dispatcher tore it off like ripping a rag. It changed the meeting point between Ninety-two and the hotshot from Highpoint to Pyramid. After the two operators had repeated it, Durban told Highpoint to tell Ninety-two that he'd have the special in the clear for him at Pyramid so he wouldn't have to slow for the short grade beyond the station. Then he instructed Eddie to head the hotshot into the passing track.

Eddie considered the whole setup as slightly slippery. Durban had somehow overlooked his hand in not changing the meeting point of the two trains further down the line, when it would-not have delayed either of them. That, in turn, had caused him to go out on a limb now, telling Ninety-two that the main line through Pyramid would be clear for him. The engineer would take Durban's word for it, but a dispatcher can't always make things come to pass a hundred miles from headquarters.

Presently the concussions of Conover's blaring stack climbed high on the Pyramid. Eddie took up his lantern and fusee, dropped the two track

guns into his pajama pocket and went out onto the platform.

The headlights of the banana special moved along the mountain wall beyond the last ridge. The roll of her exhaust beat against the stars. Conover had her latched out. Then the headlights moved into sight.

The hogger didn't shut off when he tipped the rise and swung down the grade to the station. And he didn't give any sign that he had seen the red light in the semaphore against him as he approached. He wouldn't be expecting Pyramid to be open at this time of night, but he should be alert to everything ahead. The boomer began to swing his lantern. Conover didn't check or answer.

Eddie got a chill in the back of his neck that didn't come from the atmosphere. He tore off the cap of the fusee, scratched it alight, and stuck the wire point into a tie as the red light inflated into a misty balloon. But even that the engineer didn't acknowledge, and the exhaust didn't cease.

Then Eddie caught the low moan of the whistle to the west, and Ninety-two's headlight flourished in a bright halo over the dunes. He could tell by the way it swept the arc of a curve that the engineer was pouring it on so as to make the short grade which the hotshot was now descending. The chill slid down his back. This was going to be tight.

He squinted in the stab of light from the hotshot. Conover might have loosely thought, at the sight of the board against him and the lantern on the platform, that Eddie Sand had an order for him that would clear the signal. But if he had half an eye ahead he couldn't miss the peremptory fusee. It bloomed like a bonfire.

NINETY-TWO'S whistle shrieked in again above the roar of the hotshot. The yell of it ruffled the air under his ears and made them stand out. He fumbled the track torpedoes from his pocket as he stretched out in a long-legged gallop to meet the plunging special, and lost a bedroom slipper at the second jump.

That call from the freight train behind him was like a typhoon that caught his extended ears and shoved him forward as if they'd been sails. He didn't pause to recover his footgear. The other slipper slid about on his foot, hampering him. He kicked it off as he ran, dug his bare feet into the cinders, and held his breath and stepped up his speed.

You can't judge accurately the speed and distance of an approaching train when you are sprinting to meet it with the headlight in your eyes. Eddie cut it fine. He was near to a collision when he stopped in a skid, stooped, and clamped one of the track torpedoes to the rail.

He'd barely ducked clear of the main line when the locomotive whiffed past him. The torpedo went off with an explosion that tore across the flats and dunes like a banshee.

Time got lost somewhere in the high desert while the refrigerator cars clattered by, and Eddie, strangling on thin dust, stood and waited for the torpedo blast to jar Conover out of his heedlessness. Then compressed air sizzled. The brakeshoes grabbed; the line of rolling wheels was ringed with fire. Cars rocked and bucked like wild steers.

He crammed air into his lungs and watched the tail-light soar at him. He ran with the convulsing cars and snatched at the rear-end grab-iron when it arrived in the dark. The iron scorched his hands as they slid up the curve of the grab and his bare feet stung as they slapped on the bottom step of the caboose.

The brakeman slammed out the rear door and goggled at the spectacle in pajamas that was cast up from the smoking dust.

"Get your train in the clear!" Eddie yelled. "Ninety-two's coming close and expects to find you on the siding!"

The station platform swam under him and the operator dropped off. That special grumbled on, slowing to the stubborn clamp of shoes. The brakeman swung down at the passing-track switch; the green light on the stand flared red as he pushed the handle over. His lantern cut streaks in the dark as he signaled his engineer to back up. He'd seen the glow of Ninety-two's headlights over the near dunes.

THE HOTSHOT grunted to a stop. The desert silence throbbed at the temples. Then the air pump hammered as it fought for pressure to release the clamped shoes. Air sneezed at last and the reluctant brakes slackened. Drawheads mumbled as the engine stamped hard in reverse. The tail-lights on the caboose bobbed and crawled back toward the siding.

Ninety-two's headlight blinked into sight like a damp moon. Above the slow blasts of the hotshot's stack you could hear the churn of the long freight's exhaust. The engineer was wheeling those hundred cars to make the short grade out of the station.

With the hotshot's headlight stabbing him in the face, Ninety-two's engineer should, by the rules, have brought his train under control immediately. But they'd thrown the book away on the West End. Time got lost in the solitude again while Eddie waited for a sign that he'd checked. He knew why the hogger didn't, what he was considering. The dispatcher had told him the special would be in the clear. If events disproved what Durban had prophesied, that would be up to him to explain.

For some reason, the hotshot had come up the main line to back into the passing track instead of heading in. She was still showing her headlight, so she hadn't cleared. But, on the word of Durban, she certainly would clear before he got to her. If he checked all those hundred trailing cars too much, he'd have to double the hump. The sound of her exhaust eased, but he didn't touch the brake-valve handle.

Conover worked his engine with a sure, hard hand. He didn't fumble. He didn't slip a driver as he picked up his short train and shoved it back through the open switch. He knew the exact ounce of power she'd take. The engine didn't falter as Ninety-two snaked at them. The bark of the stack multiplied and deepened to a savage roar.

YOU couldn't stop the rolling string of a hundred loads on that grade by wishing. But Eddie tried, standing on the platform and shivering in pajamas and bare feet. He didn't realize exactly when Conover had begun to screech his whistle. Its racket was just an added note to the rest of the clamor. But immediately thin spurts of fire flickered for the length of Ninety-two as the engineer at last gently touched the brakevalve handle. He had come in close before he realized it, with the hotshot's light blinding him, and now he had to fight to keep off the special's head end.

Time didn't register, but the Ninety-two had suddenly eaten up the gap between the two trains. The hundred freight cars crowded and jostled the engine, nudging her jovially, whining at the tightening restraint of brake-shoes. The hogger couldn't give the lunging line a full emergency application without the risk of throwing his train all over the desert. He had to juggle it, to check and check again

with fingertip precision, hold them back, and keep them on the rails.

The hotshot choked and stumbled once as Conover's exacting hand urged her too hard. Then the engine took up her smooth thunder again as she scrambled to avoid the lumbering avalanche at her pilot. She fought valiantly to be clear of the high iron. Two headlight beams dilated around the locomotives. Ninety-two inched up.

The brakeman was stooped over the switch stand with its handle in both hands, ready to flip the points over and separate the nuzzling pilots if the hotshot cleared. If she didn't, he'd be included among the resultant splinters. Mountain men were rough, tough, and headstrong; but they could handle their trains in an emergency, and they took the hazards as an item of the job. When they had to, they split the seconds to cram all the incidents into the fraction of time allowed to clear.

Eddie caught a shadowy movement at the switch stand. Ninety-two's headlight detached itself and stared at him as the engines broke apart. The runner cracked his throttle at once. The iron monster took up her deep belly laugh as the blast of the hotshot died. Drawbars grunted and strained as the hogger shook out the slack. His whistle yelled once in high derision. Ninety-two roared past the station, storming for the grade. The hotshot subsided on the passing track.

Eddie uncurled his cold toes and grinned. "A very good performance," he decided, "but they'll throw the book at you for it."

UPDIKE realized, with Superintendent Stewart's abrupt summons next morning, that somebody was prepared to dynamite the participants in the affair at Pyramid. The Old Man would hold a hearing himself.

The chief did most of the listening at that ominous interview, but he managed a crafty suggestion: "That boomer operator thinks fast on his feet and he plays them close."

Stewart growled, "If he hadn't, we'd still be picking up the pieces. He's in the clear." Then, watching the allusive spark in the chief's eye, he demanded suspiciously, "So what?"

"Smart boomers get around," the chief considered, "and they're hard to fool. Sand is in the clear all right, but he could enlighten us a good deal on what actually happened, if you'd ask him. He won't lie. On the other hand, he won't give you any more than you ask for."

THE HEARING was as frigid and noncommittal as the crews could make it. They realized that this was at last a showdown and they held to a blind faith that they could cover up. Stewart had to chisel fragments of evidence from them with cold and biting steel.

There was a chance that the worst hadn't been proved when Eddie was called. The men studied him sullenly. He could line up with their tactics and likely save several jobs. But they'd always said he was a brass hats' man. They hoped they'd been wrong about that.

Eddie began to show at once how right they'd been. Stewart got brisk and prompt replies to his volleyed questions. The operator neither hedged nor expanded. He stated. And his statements were damning to all concerned. A thickening cloud of hopeless and resentful silence gathered among the men as the grilling buzzed on.

The boomer was laying it all out there before the Old Man exactly as it had happened, without mitigation. He fitted the items together ino a convincing picture that condemned them all. They'd expected him to do it but had hoped he wouldn't.

Stewart dismissed him at last with an abrupt, "That's all."

The stunned quiet was stirred by the shifting of feet and the low mutter of hostile voices.

"Not quite."

The tranquil voice slithered through the grim murmurs. It sounded ventriloquial coming from the boomer's impassive lips. Eddie hadn't moved from his chair.

Stewart's clipped mustache bristled. "What's that?" he snapped.

"You haven't got it all yet," Eddie said. "Not like I saw it."

It didn't seem possible that silence could become more dense. It shut in like a vacuum.

Stewart's metallic tone made men flinch. "There's something else?" he inquired ominously.

"Yeh," said Eddie, "a little more. I've been around and I've seen men handle trains. Right now I'd say you'll seldom find a bunch on any man's railroad with the nerve to stick it through with sudden death and violent destruction only about six inches away. And I mean sudden death. Any one of them could have stepped back or unloaded, and there'd have been a smash. They didn't do that. They all stuck and played up to each other and pulled it out without a scratch. Mebbe you haven't been around much. Mebbe you don't think that's extraordinary. But wait till the next time with crews that don't know the mountains. If I hadn't been sure they'd stand by and pull it out of the fire, I'd be running yet, because I was close enough to be included in the pieces if Ninety-two had kissed the hot shot. That's all."

STEWART hesitated and encountered Updike's bland eye. The superintendent knew now what the wily chief had been trying to show him. He had sensed hard faiths and alliances among these men that he hadn't encountered on operations on the prairies. Now he could credit their obstinate convictions and their loyalties for associates with whom they faced the daily hazards of mountain traffic. He was beginning to appreciate their mettle. Then he spoke.

"I think that we have now gone through the initial period of our association. From now on we are going to understand one another. Everything that has happened up to this moment is cleared from the record. It's all behind and forgotten. We start from scratch. Which is going to make it harder on anyone who so much as nicks the rules from here out. You will find I mean that literally. That's all."

The congestion at the doorway developed into a mild stampede to be out of the room.

Conover stopped Eddie in the hall by getting in his way. "Look, boomer," he gulped. "If you think it took nerve to stick to the cab in the face of Ninety-two, I'll say it took a lot more to stand up to the Old Man the way you did just now."

Eddie grinned. "Take it easy, hogger."

Updike fell in beside him and steered him toward the dispatcher's office. There, the chief asked, "Had enough of Pyramid?"

"Nearly," said Eddie.

"I've got a job for you in my office next," Updike suggested hopefully.

"I guess not," Eddie decided. "I just paused here to hand out some retribution to your crews for refusing to give me free transportation. I might come this way again, and I'd not want to sneak my rides. Pretty quick I'll be shoving off."

"I was afraid of that," Updike sighed. "Boomers always move on. But any time you have some more of that rankling spirit, bring it back to the High Desert Division."

"Okay," Eddie said lightly. ●

Keweenaw Central saved this 1929-built doodlebug from the scrap heap. It now runs on line from Calumet, Mich.
Keweenaw Central Railway

HOBBY CLUB

conducted by Sy Reich

MOST of our readers have heard about the Baltimore & Ohio Transportation Museum in Baltimore, but how many know that Union Pacific has a railroad museum, too? Located a few steps off the lobby of UP's 12-story headquarters in Omaha, Neb., the Union Pacific Historical Museum has no locomotives, but it does contain many priceless historical momentoes. One of the items is a ring given to Oliver Ames, then president of the UP, made from a slug of gold originally attached to the 1869 Gold Spike which marked the completion of the transcontinental railroad. Another, more vivid historical reminder, is the top half of the skull of "Big Nose" George Parrott, a Wyoming gunman whose hobby was holding up UP trains. Also on display are many Abraham Lincoln relics and, to some, the most noteworthy of all: the yellowed telegram, containing only one sentence, from General Grenville Dodge, chief UP engineer, to Oliver Ames. It reads simply: "You can make affidavit of completion of road to Promontory Summit", and marks the long-awaited meeting between the Central Pacific and Union Pacific in 1869.

Keweenaw Central Railway, a tourist line in Calumet, Mich., has recently rescued a now-rare 1929 Pullman-built gas-electric Railway Post Office-baggage motor unit from a scrap yard in Centerville, Iowa. The M-35 engine is 65 feet long and operated on the Chicago, Burlington & Quincy. Last survivor of a fleet of 75 such units, it was built as No. 9735 and worked in light passenger, freight, branch line, and yard switching service until 1966, when it was sold to the Southern Industrial Railway. Now the loco takes excursionists on 80-minute, 13-mile round trips along the rim of Trap Rock Valley featuring 25-mile vistas. Part of the trip is over "Bridge 30", a 350-foot-long, 120-foot-high steel trestle. The road operates through the Autumn on weekends.

The famous Civil War loco *General* now has an official fan club, according to an article by Edison H. Thomas in the *L&N Magazine*. It all started when each one of a group of 38 sixth graders at the Big Shanty Elementary School in Kennesaw, Ga., wrote the *General* a letter hoping he might head their way so they could see him. Mr. Thomas noted that the *General* can't read, so each letter was read to him. Many of his fans seemed concerned that their favorite engine might be hijacked on his way down to Georgia. Others feared that he might be lonesome, sitting all alone in Kentucky with no one to talk to.

The *General* soon dictated a letter of his own, reading, in part: "You can't imagine how surprised and pleased I was to receive your nice letters. My eyesight isn't so good these days—after all, I am 116 years old—so one of the men from the L&N read them for me. It certainly does this old engine's heart good to know that someone down there in Georgia is thinking about me . . ." More correspondence followed. The class sent a group picture and the *General* responded with his picture, plus copies of the booklet, *The Story of the General*, for each member of the class. The *General* was scheduled to return to Georgia in time to appear at the Kennesaw Fair, July 2nd. We bet a major portion of the sixth grade class was out to greet him.

Rail City, on the eastern shore of Lake Ontario near Pulaski and Sandy Creek, N.Y., is again operating its No. 11 vintage 2-6-0, formerly of the Bath & Hammondsport Railroad. Outshopped for repairs, it now makes a very fine impression hauling the Huntingdon & Broad Top combine that has been preserved in this picturesque and wooded setting. Thanks to Railways to Yesterday member S.G. Shook, 160 Andover St., Wilkes-Barre, Pa. 18702, for this info.

A recently released 16 mm. film shows some of the contributions made by black Americans to the railroad in-

The famous 1891-built *Hooterville Cannonball* of TV's "Petticoat Junction" runs on Sierra Railroad in Jamestown, Calif.
Sierra Railroad's "Rail Town 1897"

dustry. Entitled *Black Men and Iron Horses*, it depicts three particularly important inventions made by black men, all of them contributing to railroad efficiency and safety.

The first is Elijah J. McCoy's automatic lubricator which allowed train machinery to be practically self-lubricating while in motion, eliminating time-consuming stops. Because it worked so perfectly, it is said to have given rise to the expression, "It's the real McCoy." Second invention was a telegraph system created by Granville T. Woods. This one allowed engineers on trains to communicate with each other, considerably reducing the hazards of rail travel at night. Third invention shown in the film, Andrew J. Beard's "Jenny Coupler", saved many thousands of men from death or maiming by coupling cars through their own force rather than by hand.

Black Men and Iron Horses can be borrowed by any group at no cost, so long as no admission is charged, by writing to Films, Old Taylor Distillery Co., Room 1352, 99 Park Avenue, New York, N.Y. 10016.

A number of handsomely detailed prints are available of Burlington, Chicago & North Western, and Chicago, Aurora & Elgin stations, equipment, and motive power. Railroad artist Paul Randall has prepared these hand-done, silk-screen "Serigraph" reproductions for the Blackhawk Chapter, NRHS, P.O. Box 455, Aurora, Ill. 60507. Depicted are scenes at various spots in northern Illinois. Prices range from $1. to $7.50 depending on size and whether prints are color or black and white. Contact the chapter for further details.

Those who like Canadian railroading should know about *Canadian Rail*, an 11-times a year, attractively printed, 20-page publication put out by the Canadian Railroad Historical Society, P.O. Box 22, Station B, Montréal, Quebec. Issues contain articles on various Canadian roads plus many pictures, mainly steam. A subscription is $6. annually.

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THE SWITCH LIST

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employes timetables), *SSE* (send 8¢ stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

J.B. ADAMS Jr., 1651 Dyer Rd., Grove City, Ohio 43123, will buy Ranks & Lowe's "Southern Steam Power".

BERNARD ALLEN, 72 Rose St., Shelbyville, Ky. 40065, sells size 620 color pix of C&O 2-8-4, 0-8-0, L&N 4-6-2.

R.J. ANDERSON, 334 S. Prindle, Arlington Heights, Ill. 60004, sells trolley negs. of Pittsburgh, Baltimore, Montreal, Washington, D.C.

C.L. ANDREWS, 4231 S.W. 38 St., West Hollywood, Fla. 33023, sells 3½x5" pix of stations, steam, diesels, cars of LV, RDG, CNJ, PRR, L&NE. (large SSE)

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned 120-620 and 116-616 cameras desired by many railfans for large oblong negs.; details, list free.

J. ARNOLD, 317 W. Emma, Slater, Mo. 65349, will sell Brill Magazine 1/11-12/16 bound in six vols.

T. ASPINALL, 305 S. Bluff, LaGrange, Ill. 60525, will sell 18th, 19th ed. of Car Cyclopedia, 13th, 14th ed. of Loco Cyclopedia; will buy 20th ed. Car Cyclopedia.

DICK BEALL, 2550 S.W. 16 St., Miami, Fla. 33145, buys, trades FEC negs., pix.

RUSS BENNETT, 16 Morin St., Pittsfield, Mass. 01201, buys pix of Berkshire Street Ry., New England States trolley postcards.

G.J. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, buys 35mm slides of Speas Co. SVMX tank car in St. Paul, Minn.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors; buys keys, locks, lanterns, uniforms, railroadiana of any rr.

STEVE BRAYTON, 33 Highgate St., Allston, Mass. 02134, sells color slides of New England, U.S. rrs. (SSE)

GLENN BROOKS, 821 4th St., Boone, Iowa 50036, trades switch locks and keys for switch keys; trades annual passes for switch keys.

GERRY BURRIDGE, Box 152, Dorval 700, P.Q., Canada, sells steam, diesel, elec., psgr., pix, dupli. slides; info. 10¢. Buys negs., slides of psgr. equip.

C.A. BUTCHER, 8 Coyne St., Saint Thomas, Ont., Canada, sells CP steam, diesel pix; list 15¢.

CURT CARLOUGH, 229 Rea Ave. Ext., Hawthorne, N.J. 07506, buys NYS&W slides, tts., etc., slides of Erie, EL PA's, FA's.

J.L. CARTER, 4320 Nilvar Ave., Rosemead, Calif. 91770, will buy pix of ATSF diesel 19, steam loco 3904.

BOB CHILCOTE, 706 Johnson Ave., Bedford, Ohio 44146, sells interurban tt. reprints of LSE 6/25/37; CP&E 9/16/21; NOI 7/16/31; OPS 5/1/38; CD&M 5/15/24; W&LE 11/10/21.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys, trades orig. Alco, Baldwin, Lima steam loco bldrs. pix, catalogs.

GEO. COCKLE, 6533 Wirt St., Omaha, Neb. 68104, sells, trades, buys 35mm color slides of locos; frt., work cars. (SSE)

RALPH COLEMAN, 4924 Morro Blvd., Portsmouth, Va. 23703, buys N&W emp. mags. from '40's and early '50's.

ED COLGAN, 85-31 Britton Ave., Elmhurst, N.Y. 11373, will sell '47, '49, '53, '54, '57, '58, '63, '67 Moody's rr. manuals. (SSE)

JOHN COLLINS, 2442 Yeovil, Clarkson, Ont., Canada, buys Railroad Magazine '40-'45.

CHAS. CONNIFF, 534 Witsell Rd., Jackson, Miss. 39206, sells diesel color slides; state interests. (SSE)

GEO. COODHEAD, Box 15852, Tulsa, Okla. 74115, buys MP dinner plate used on diner in '57, other items with rr. markings.

CECIL COOK, 4598 E. Oakwood Dr., Des Maines, Iowa 50317, sells books, back issues of Railroad Magazine, Trains. (SSE)

JOHN CORNS, 1614 Ambler S.W., North Canton, Ohio 44709, will buy heartshaped Nicholson syphon plate, anything NKP, W&LE; sells NKP, W&LE steam pix. (SSE)

JOHN DALTON, 19 Hillside Pl., Cranford, N.J. 07016, buys 35mm slides of C&O, B&O psgr. locos, cars.

FRANK DeGIACOMO, 81 Van Cortlandt Park Ave., Yonkers, N.Y. 10701, will buy a trolley car bell.

PERRY DeMARCE, Rte. 9, Box 608, Texarkana, Texas 75501, will sell 142 annual passes.

VINCENT DeSANTIS, 196 Carbon St., Paterson, N.J. 07522, buys EL station slides from Stroudsburg to Clarks Summit, Pa., incl. Foster, Nicholson, Alford.

MIKE DOYLE, 110 Marion Ave., Syracuse, N.Y. 13219, buys 16mm sound movies of steam.

MARK EUTSLER, Box 61, Linden, Ind. 47955, sells back issues Sunset, Argosy, RR. Telegrapher, American, Everybody's Magazine, Dearborn Ind. Nwsp. (SSE)

JOE FAUTZ, 2 Kietz Court, Kingston, N.Y. 12401, sells photocopies of CN 6218 tr. orders of 6/26-27/71 trips.

JOHN FELDMAN, 430 Maryland, Las Vegas, Nev. 89101, buys slides, pix, dwgs., sketches of RDG 363, 364 MU's as built.

Miss DENISE FERRARI, 274 Emerson Ave., Bronx, N.Y. 10465, sells track bookends with hand painted scene on tops. (SSE)

MARK FORBES, 1009 Beech, Normal, Ill. 61761, sells pix of steam, diesels, trolleys; buys pix, negs. of C&A, GM&O steam. (SSE)

AL FOSS, 913 W. Dean Ave., Monona, Wisc. 53716, sells CMStP&P playing cards.

DAVE FRAZIER, 391 N. 1, Saint Helens, Ore. 97051, buys pix, dwgs., info., bks. on GN R-2 2-8-8-2, esp. 2055.

ED GARDNER, 22 Garden Ave., Mountain Top, Pa. 18707, sells book, "Lehigh Valley RR—A Pictorial Review" for $5.

WM. GATES, 607 Dawson St., Uhrichsville, Ohio 44683, sells PC Posts, PRR emp. mags. (SSE)

C.B. GOODMAN, 5826 S. Western Ave., Chicago, Ill. 60636, buys rr. silverware, linens, dishes, etc.

CHAS. GOOLSBY, 306 N. Jackson, Salisbury, N.C. 28144, sells tts. (mostly S.E. rrs.), Off. Guides, '66 Psgr. Equip. Register, psgr. tr. consist lists. (SSE)

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, buys Centennial ticket dater parts, esp. brass year wheels pre-'25.

CHIP GREINER, 157 Larch Ave., Bogota, N.J. 07603, will buy steam loco headlight, bell, whistle; trades switch keys, locks.

TOM GROSS, 12578 15th, Yuciapa, Calif. 92399, sells back issues Railroad Magazine, Model RRer, Model Trains. (SSE)

AL GUNDERSON, 427 Chicago Ave., Savanna, Ill. 61074, trades color postcards of locos on display.

R.E. HANN, 44 Winton St., Christchurch, New Zealand, sells tie date nails; trades South Australian Rys. train orders for those of other rrs.

JOE HEREFORD Jr., 2016 Paseo de Mar, San Pedro, Calif. 90732, trades size 616, 2¼x3¼ steam, diesel negs.

GERRY HOELTZEL, 1013 Gordon St., Midland Mich. 48640, buys telegraph sounders, keys, relays, resonator boxes, arms, switch keys, badges, 5⅜" lantern globes.

DENNIS HOLMES, Box 67, Lu Verne, Iowa 50560, buys pix of psgr. trains on M&SL, C&NW in Luverne or Whitman, Ia., esp. steam.

FRANK IGLASIAS, 720 W. Grace St., Chicago, Ill. 60673, sells tts. (SSE)

TOM IRION, 402 Redwood Ave., Redwood City, Calif. 94061, will sell 15 yr. collection of Railroad Magazine, 100 rr. books. (SSE)

WILSON JONES, 105 Fairmount Ave., Hackensack, N.J. 07601, buys Erie railroadiana, info. on NJ&NY branch.

PETE KAUFMAN, 2937 Fallbrook Dr., Santa Ana, Calif. will sell Trains 1/68-date, Railroad Magazine 6/68-date.

H.E. KELSO, Box 136, Miami, Okla. 74354, buys annual passes, switch keys.

DAN KIRCHNER, 4853 Westland, Dearborn, Mich. 48126, sells tts.; buys, trades rr. matches, lanterns, keys.

ROG KOSCIK, 141 E. Potter, Wooddale, Ill. 60191, sells color slides of U.S., Canadian rrs., transit, CA&E right-of-way.

JERRY LOPAS, 1297 Plank Rd., Menasha, Wisc. 54952, buys R&LHS Bullns. 54, 116; info. on WC, Wisc. Northern.

RALPH MARSON, 8070 Busch, Centerline, Mich. 48015, will buy 5/71 Off. Guides; buys Detroit trolley, interurban pix, books, maps, tts.

PAUL MARTIN, 14648 Prospect, Dearborn, Mich. 48126, buys, trades switch keys.

W.R. McGHEE, 570 McMurray Dr., Nashville, Tenn. 37211, buys negs., color slides of TC steam.

AL MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants 1910 Stonnett book "Yesterday and Today: a C&NW rr. History"; also, C&NW tts., any year.

RALPH MILLER, 742 W. St. Paul Ave., Waukesha, Wisc. 53186, sells old train, traction, depot postcards on approval.

DICK MORHARD, 14 Rogers Lane, Smithtown, N.Y. 11787, sells 35mm slides, pix, negs., railroadiana. (SSE)

C.K. MUNDEN, 1327 N. Vernon St., Arlington, Va. 22207, sells RF&P, SR emp. tts., pix; buys cap badges, B&O, C&O emp. tts. (SSE)

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, buys, trades pix, negs., slides, dwgs., of Baltimore & Lehigh, York Southern, M&P equipment.

BILL MYERS, 25-76 41st St., Astoria, N.Y. 11103, buys, sells, trades slides of trolleys, RDC's, PRR elecs; list free.

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys, trades for anything FEC, Fla. rrs; trades tkts., RPO concellations.

ROGER NETZ, 6202 S. 6th, Phoenix, Ariz. 85041, buys pix, negs. of Verde Tunnel & Smelter, United Verde & Pacific locos.

SCOTT NIXON, 627 Scott's Way, Augusta, Ga. 30904, sells cacheted envolepes commemorating rr. events. (SSE)

PAUL NOBLE, 1 Remsen Rd., Yonkers, N.Y. 10710, sells color pix of PRR work equip., PC power on Horseshoe Curve. (SSE)

WIN NOWELL, RFD 3, Georgetown, Mass. 01833, will trade a B&M button for a rr. or transit button.

BILL O'CONNOR, 62 Fulton St., Hornell, N.Y. 14843, buys negs., pix, info. on PS&N.

GARY PARDUE, 120 Wesley, Bluefield, Va. 24605, will sell '21 C&O lock and key, C&O water bucket, '23 C&O lantern; or trade for N&W equip.

JOHN PARKER, 1439 Alpine Dr., Aiken S.C. 29801, sells 3½x5 pix: major rr. list, 35¢; short line & indus. list, 25¢; traction list, 20¢.

JULIA PENNELL, 983 W. 2nd Ave., Columbus, Ohio 43212, buys info. on Columbus & Hocking Valley RR, DT&I.

DAVE PHILLIPS, 218 Parkway, Niles, Mich. 49120, sells MC tr. order from 7/14, excellent cond. (SSE)

JIM PROKES, 7850 S. Kenneth, Chicago, Ill. 60652, buys tts., badges, switch keys, ticket dater dies; sells hardware.

BRUCE PRYKE, RR 1, Mansfield, Ill. 61854, buys WAB, N&W switch keys.

GRIFF PULLINGER, 2714 Warm Springs Rd., Huntingdon, Pa. 16652, will buy or rent Off. Guide from early or mid-'20's.

J.R. QUINN, Box 1044, Tillson, N.Y. 12486, sells steam pix; diesel, caboose, equip. negs; specify interests.

TONY REZNAK Jr., Box 755, Wilkes-Barre, Pa. 18703, seeks members for D&H Anniversary Committee. SSE for newsletter.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns, globes, bells, hdlts., whistles, locks, keys.

J.A. RUSHTON, Box 190, Onoway, Alberta, Canada, will sell Railroad Magazine complete years of '38-'39, '43-'68 and most issues of '40-'42.

WM. RUSSELL, 402 Rochelle Ave., Wilmington, Del. 19840, buys 616 size steam negs. of PC, LI, PRSL; sells shortline, misc. steam negs. (SSE)

DICK SACHS, 330 Taft Rd., River Edge, N.J. 07661, sells color pix, railroadiana of northeastern rrs. (SSE)

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells color slides of diesels, stations; lists, sample 25¢.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells N.E. rr. card tkts; sample, 50¢. Sells Off. Guides, passes, B&M, PRR, NYC tts.; lists, 50¢.

AL SHERRY, 5445 Netherland Ave., Bronx, N.Y. 10471, sells 8x10 pix of steam, Off. Guides '25-'69, tie pins, silverware; list $1 refundable. (SSE)

S. SHOOK, 160 Andover, Wilkes-Barre, Pa. 18702, sells action color slides of EBT steam rr., Shade Gap trolley museum. (SSE)

ED SIEB, 5782 Eldridge Ave., Montreal, 268 P.Q., Canada, sells slides, pix of CN, CP steam, diesels; list, 20¢.

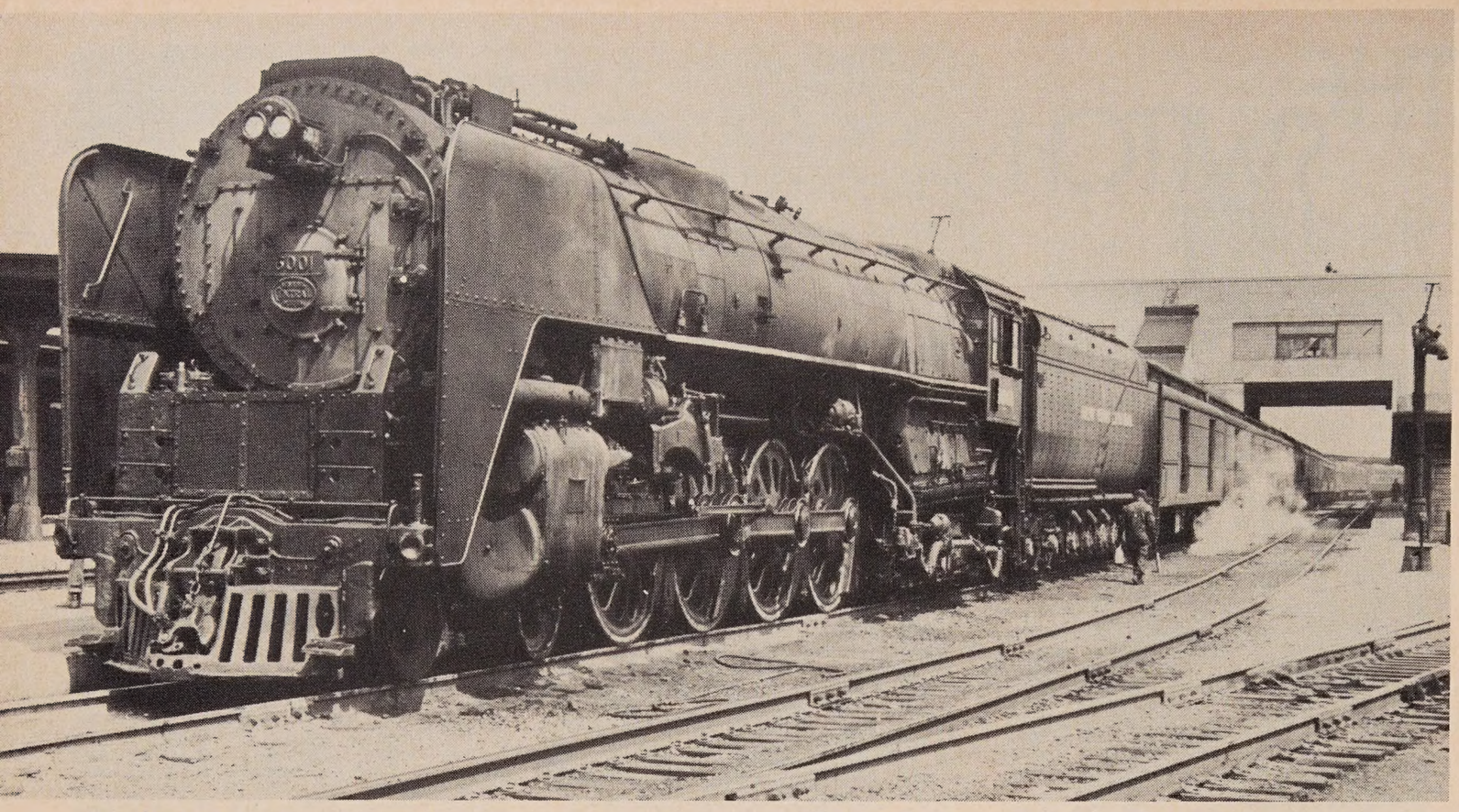
ED SPODOBALSKI, 610 Louann St., Pittsburgh, Pa. 15223, buys PRR, PC emp. tts. with GO stickers in them.

D.H. STEINBERG, 606 Orr St., Chattanooga, Tenn. 37405, will sell Chatt. station Co. rulebk., '09; sells TA&G railroadiana. (SSE)

S.R. STILLINGS, RFD 2, North Berwick, Maine 03906, will sell lot of 100 rr. items, oldest dating to 1843. (SSE)

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, sells B&O hand switch lanterns with 3¼" globe.

WARREN STOWMAN, 7013 Hegerman St., Philadelphia, Pa. 19135, buys, trades for any size pix P&R 4-4-0 class C-1a 1-2.



New York Central 4-8-4 No. 6001 with the westbound *Iroquois* (Boston-Chicago) at Toledo, Ohio, Union Station, 1950.
Photograph by Elmer Treloar

F.H. SUTTON, 2967 Glenn Ave., Los Angeles, Calif. 90023, will sell complete set of Trains to 6/68; sells emp. tts., etc.

WALT SYLVESTER, 100 Hyde Park Ave., Bellwood, Ill. 60104, will buy 4 wheel rr. hand car, good cond.

C.E. TEED, 1028 Anderson Way, San Gabriel, Calif. 91776, will buy McCague's "Great Gold Mountain," "Big Ivy."

JOHN TERRY, 8 McNab Ave., Cedar Knolls, N.J. 07927, sells rr. neckties, fine art prints of NKP 759, etc. (SSE)

JOE TOTH, 2608 Woodlawn, Ennis, Tex. 75119, will trade Gibbon's "History of CP" for Clegg and Corley's "CN Steam Power."

E.C. TOWLER, 14120 S. Menlo Ave., Gardena, Calif. 90247, trades switch keys, pix, slides, etc., for same, esp. from NP. (SSE)

MIKE VAIUSO, Box 619, Schenectady, N.Y. 12301, trades size 616 negs. of PC for other rrs.

DICK VARTABEDIAN, 16575 Whitcomb, Detroit, Mich. 48235, will buy CERA Bulln. 103.

BILL WAGNER, Box 842, Richmond, Ind. 47374, sells 20-page history of Lehigh & Susquehanna Div. of CNJ.

A. WANG, 303 Murphy St., Lafayette, Ind. 47905, will sell Abdill's "This was Railroading," "Pacific Slope RR's".

DAN WINGERT, 203 W. Ave. N., Lyons, Kan. 67554, will buy '48 Off. Guide.

BOB WIRTH, 3431 Colfax Ave. N., Minneapolis, Minn. 55412, will sell Vols. 2-10 and index of revised ed. of "Science of Rys.", fair cond.

FRANK WYATT III, 10654 Hallwood Dr., St. Louis, Mo. 63136, sells copies of Ivan Oaks prewar steam movies on behalf of St. Louis NRHS. (SSE)

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, sells eastern rr. diesel negs. on approval.

HAL YEATON, 67 S. Spring St., Concord, N.H. 03301, will buy steam loco bell.

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell 1 copy ea. of hard-cover books: "Railroad of the South: 1865-1900," Stover, 310 pages, indexed, (1955), $4; "Rails, Trails and War" (building the UP), Perkins, 371 pages, ill., indexed, (1929), $4; "Stone Creek Wreck" (Southern Ry., Feb. 29, 1896), Combs, 301 pages (1896), $4; all postpaid.

Model Trading Post

O. BARNES, Box 89, North Jackson, Ohio 44451, will sell 10 new HO-gauge 60' OK Herkimer aluminum psgr. cars. (SSE)

BRYAN GREEN, 188 Walmley Rd., Sutton Coldfield, Warwickshire, England, will sell 3½" gauge English Great Northern Atlantic steam loco model.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, sells back issues of Model RRer, HOM/MT '49-'61.

W.R. SWANSON, 5729 27th Ave. N.E., Seattle, Wash. 98105, trades Suydam OE 1001, PE 1624 for any OE, WB&A, PE box motor, blimp, 257, 1252.

Coming Events

Oct. 13-15: Assn. of Railroad Editors meet in Sir Francis Drake Hotel, San Francisco, Calif.

Oct. 16: Fantrip on Delaware & Hudson, Albany to Binghamton, with possible use of an Alco PA. For info, send SSE to Charles Ballard, Mohawk & Hudson Chapter, NRHS, P.O. Box 3, Poestenkill, N.Y. 12140.

Oct. 16: National Assn. of Timetable Collectors meeting in YMCA room, Penn Station, New York City, noon. Buy, sell, swap timetables.

Oct. 16, 17: Autumn Leaves Cannonball: two one-day round trips on Clinchfield from Marion, N.C., to Erwin, Tenn., sponsored by Asheville Civitan Club. Lv. Marion 9:30 a.m. each day. Fare $11: kids $8. Box lunch, $2 extra. Contact Carl Loftin, P.I. Box 7146, Asheville, N.C.

Oct. 16-Nov. 7: Railroad tour of Spain, Portugal, and France. Write Pacific Coast Chapter, R&LHS, c/o Don Thrall, 610 Arlington, Berkeley, Calif. 94707.

Oct. 18: Railway Progress Institute annual meeting, Hilton Hotel, Washington, D.C.

Oct. 22, 23, 24; 29, 30, 31: Annual club show, Bay Ridge Model RR. Club, 28 Marine Ave. at 93rd St., Brooklyn, N.Y.; features O-gauge rr. and trolley layouts; Fridays, 8 to 10:30 p.m.; Sat. and Sundays, 2 to 6 p.m. Admission, 50¢ adults; 25¢ children.

Oct. 23, 24: One-day round trips on Clinchfield from Spartanburg, S.C. to Erwin, Tenn., using 4-6-0 steam loco No. 1, open-window coaches, lounge car. Sponsored by Augusta Chapter, NRHS. Fare. $15.95 incl. lunch. Info. from Cannonball Rail Excursions, Box 1443, Augusta, Ga. 30903.

Oct. 27-29: Railway Tie Assn. meeting, Raddison Hotel, Minneapolis, Minn.

Nov. 6, 7: Two doubleheaded steam excursions, Birmingham to Selma, Alabama, probably behind Southern Ry. 2-8-0 No. 722 and 4-6-2 No. 750. For details, send SSE to Heart of Dixie RR. Club, Box 896, Birmingham, Ala. 35201.

Nov. 6-14: Steam tour on Guatemala railroads via chartered steam trains on Fegua (Ferrocarriles de Guatemala). Fare, $375 from Mexico City to Guatemala City; $525 roundtrip from New Orleans; incl. Pullman space, hotels, meals, tips. Places visited: Escuintla, Tecun Uman, Zacapa, (See article on Guatemala steam by Gary G. Allen in July '71 issue.) Details on trip from Central American Rail Tours, 604 W. Main St., Apt. 12, Houston, Texas 77006.

Nov. 13: One-day rail excursion over northern half of Sonora-Baja California RR., sponsored by Pacific Southwest Ry. Museum Assn.; special train from Mexicali to Puerto Penasco, with 3-hour layover; bus connections avilable from San Diego. Info. from PSRMA, c/o Eric Sanders, 7861 Normal Ave., La Mesa, Calif. 92041.

Nov. 20: National Association of Timetable Collectors meets 12 noon, YMCA room, Penn Station, New York; buy, sell, swap tts. Contact Ed Gardner, editor, The Timetable Collector, 22 Garden Ave., Mountain Top, Pa. 18707. ●

Pen Pals Wanted

Frank Malone, 422 Hathaway St., Toledo, Ohio 43605, seeks brother, Reuben B. Malone (70) last heard from Oct. 2, 1947, in Paterson, Wash. Reuben was than a gandy dancer on the Spokane, Portland & Seattle. Previously worked on the Fort Worth & Denver.

George Coon, (a working cowboy, 31) c/o General Delivery, Hockley, Texas, wants female pen pal who likes trains, dogs, and livestock.

Barbara Vandall, (17), Box 93, and Pamela Jones (15), Box 16, both of Sandstone, W. Va.

Bessie Endicott (16), Rte. 5, Louisa, Ky. 41230.

Mrs. Maggie Frier, Dundee Nursing Home, Bennettsville, S.C., confined to wheelchair, needs cheer-up letters and cards.

Valerie Corbett Rte. 1, Box 141, East Holden, Maine 04429.

Sgt. Robert W. Sprout (21), 432 Tac Recon Wing Bow No. 4, APO San Francisco, Calif. 96237.

Mary S. Comer (57), 1260 Dunston Ave., Birmingham, Ala. 35213.

The following from Cebu City, Philippines—Mary Zuniego (30), 242 Manalili St., J.-317; Mercedes Dejito (22), 308 Sanciangko St.; Imelda Lim (18), 3 P. Lopez St., J-317; Belinda Dychiuchay, P.O. Box 136, J-317; Eelicitas Pepito, (23), c/o Botica Fatima, corner Magallanes and Borromeo Streets, J-317; Luz Velasquez (19), 713-O-T-Padilla St., J-317. (Editor askes curiously: why so many pen pals in Cebu City?)

Cecilia Basnillo (21), Pooc, Talisay, Cebu, Philippines.—These in North Platte, Nebr.—Cindy Page (14), 1702 E. 2nd St.; Vickie Johnson (15), 1705 E. 2nd St.; Kim Hansen (14), 1300 Burlington; Debra Perez (14), 2401 E. Burlington; Leona Garner, 2906 W. 2nd; Juliue Beers, 821 W. 2nd. (Editor asks curiously: why so many North Platte pen pals?) ●

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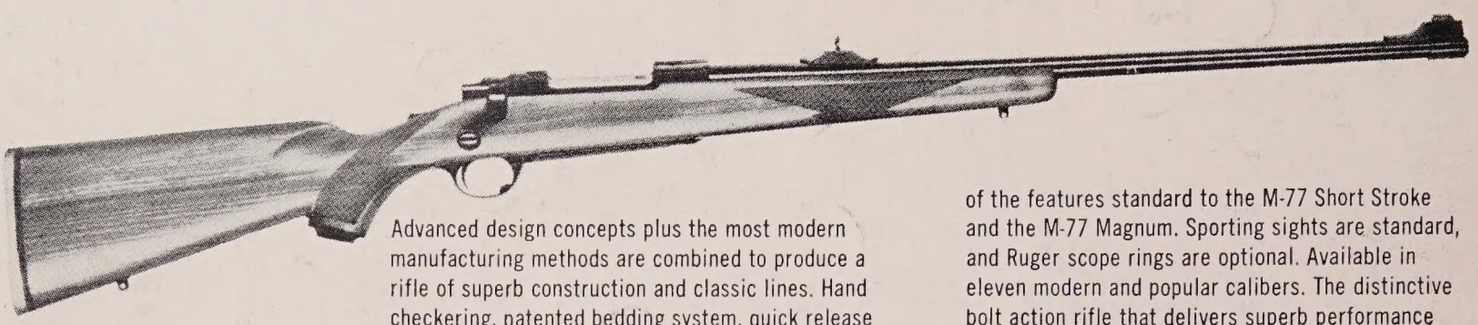

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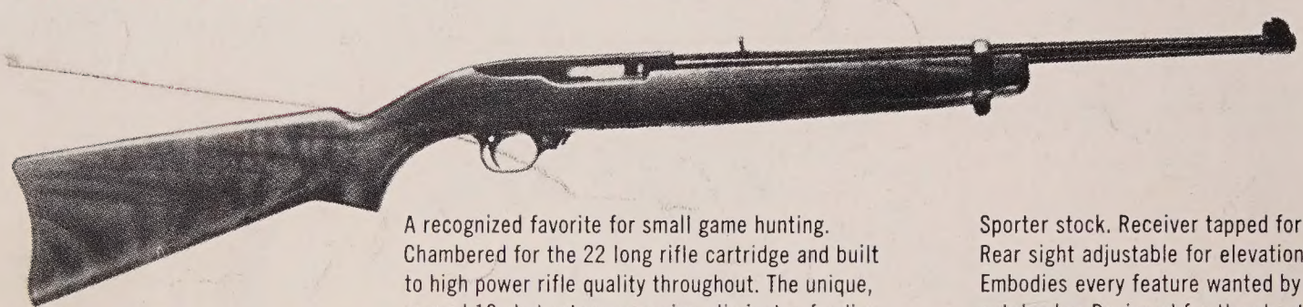
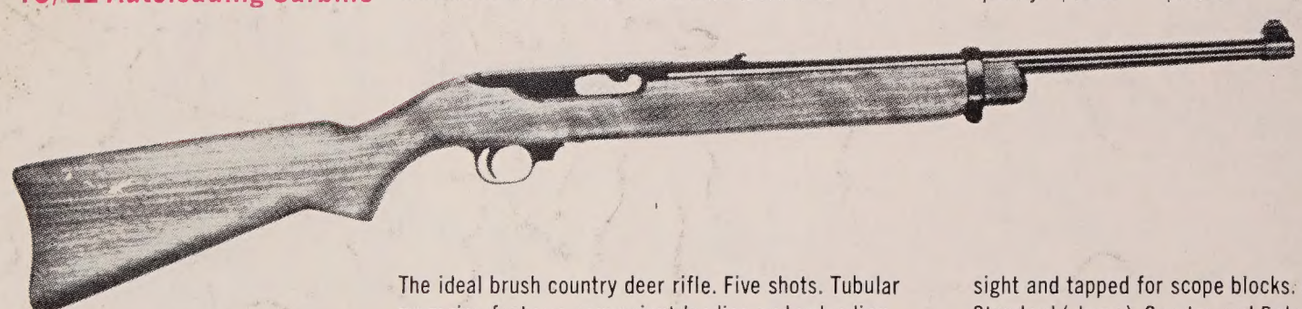
Advanced design concepts plus the most modern manufacturing methods are combined to produce a rifle of superb construction and classic lines. Hand checkering, patented bedding system, quick release floor plate, sliding tang safety, rubber butt pad and scope mount bases integral to the receiver are some of the features standard to the M-77 Short Stroke and the M-77 Magnum. Sporting sights are standard, and Ruger scope rings are optional. Available in eleven modern and popular calibers. The distinctive bolt action rifle that delivers superb performance and custom rifle design right off the shelf. $165.*—$179.



10/22 Autoloading Carbine

A recognized favorite for small game hunting. Chambered for the 22 long rifle cartridge and built to high power rifle quality throughout. The unique, rugged 10 shot rotary magazine eliminates feeding malfunctions. Available in Standard (shown) or Sporter stock. Receiver tapped for scope blocks. Rear sight adjustable for elevation and windage. Embodies every feature wanted by sportsmen in a 22 autoloader. Designed for the shooter who recognizes quality. $56.50*—$64.50.



44 Magnum Autoloading Carbine

The ideal brush country deer rifle. Five shots. Tubular magazine features convenient loading and unloading. Gas operated mechanism provides smooth and reliable functioning. Equipped with adjustable rear sight and tapped for scope blocks. Available in Standard (shown), Sporter and Deluxe (with receiver sight) versions. Compact, lightweight, light recoil, high power. $117.*—$122.—$125.

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*Prices shown are for different versions of the basic model. Asterisk denotes price of the model that is illustrated. All prices are suggested retail list.

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